



Charleston Area Regional Transportation Authority

CARTA BOARD MEETING

May 21, 2025

1:00 PM

Barrett Lawrimore Conference Room
5790 Casper Padgett Way
North Charleston, SC 29406

AGENDA

1. Call to Order
2. Consideration of Board Minutes – April 16, 2025 Meeting
3. FY24 Audit Presentation – Robert E. Milhous, CPA
4. Financial Status Report – Robin Mitchum
5. US 52 BRT Study – Presentation – Mila Buzhinskaya, HNTB
6. CARTA Comprehensive Operational Analysis (COA) RFP – Request for Approval
7. Project Updates – Andrea Kozloski
8. Ridership Report – Megan Ross
9. Executive Director's Report – Ron Mitchum
10. Other Business, If Any
11. Public Comments, If Any
12. Executive Session – Legal Matters
13. Board Comments, If Any

The next CARTA Board Meeting will be held on June 25, 2025

**CHARLESTON AREA REGIONAL TRANSPORTATION AUTHORITY
(CARTA)**

BOARD OF DIRECTORS MEETING

April 16, 2025

Meeting Notes

A Charleston Area Regional Transportation Authority (CARTA) Board of Directors meeting was held at the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) in the Barrett Lawrimore Conference Room located at 5790 Casper Padgett Way in North Charleston, SC at 1:00 p.m. on Wednesday, April 16, 2025.

MEMBERSHIP: Brad Belt; MaryBeth Berry; Joe Boykin; Mike Brown; Daniel Brownstein; Reggie Burgess; William Cogswell; Henry Darby; Dwayne Green; Will Haynie; Brandon Hudson; James Lewis; Craig Logan; Pat O'Neil; Christie Rainwater; Michael Seekings; Jimmy Ward; Robert Wehrman

MEMBERS PRESENT: Joe Boykin; Daniel Brownstein; Dwayne Green; Will Haynie; Brandon Hudson; Craig Logan; Pat O'Neil; Michael Seekings; Jimmy Ward; Robert Wehrman

PROXIES: Robert Somerville for William Cogswell; Jerry Lahm for Henry Darby; Trey Davis for Christie Rainwater

OTHERS PRESENT: Elissa Smith (HDR); William Hamilton (Best Friends of Lowcountry Transit); Abraham Champagne (WSP); Andre Taylor (WeDriveU); Andrew Fisher (STV, Inc.)

STAFF PRESENT: Ron Mitchum; Andrea Kozloski; Jeff Burns; Megan Ross; Matthew Spath; Kim Coleman

1. Call to Order

Chairman Seekings called the CARTA Board of Directors Meeting to order at 1:00 p.m. followed by a moment of silence and a quorum determination. Chairman Seekings introduced new Board Member, Craig Logan. Mr. Logan is the Housing Executive Fellow with the Charleston Metro Chamber of Commerce and is a Charleston County Legislative Delegate for the CARTA Board of Directors.

2. Consideration of Board Minutes: March 19, 2025 Meeting

Mr. Green made a motion to approve the March 19, 2025 Meeting Minutes as presented.

Mr. Boykin seconded the motion. The motion was unanimously approved.

3. Financial Status Report – Ron Mitchum

Ron Mitchum, Executive Director, presented the Financial Status Report on behalf of Robin Mitchum, Deputy Director of Finance and Administration. The Financial Status Report is for the period ending February 28, 2025. Mr. Mitchum noted that, overall, the agency remains in good shape, continues to be in line with the budget at 42% complete for the year, and ended the month with unexpended funds of \$1,458,369. He noted that the Agenda Packet includes information regarding the Balance Sheet and on the following activities for FY25 thus far:

Revenues:

- Farebox is the fares collected on the revenue vehicles.
- Passes & Mobile Ticketing are bus pass fares sold to customers.
- Federal Revenue includes operating for the year-to-date. Federal Revenue is recorded as eligible expenditures are incurred.
- Advertising is the advertising on the buses.

- Insurance proceeds are a result of accidents.
- Sale of Assets is the proceeds from the sale of a 1986 Chevrolet truck and a 2017 van.
- Miscellaneous Revenue is the sale of scrap metal.

Expenditures:

- Retiree Benefits include the cost of retiree insurance.
- Supplies include office, facility maintenance and rebranding supplies.
- Printing includes costs of printing passes.
- Automotive is the cost to service the 2018 Ford F-150.
- Office Equipment Rental includes the monthly battery lease for the electric buses.
- Office Equipment Maintenance (OEM) includes GMV Sycromatics, GMV Digital Signage, Genfare Support, Swiftly real time passenger predictions, Swiftly GPS Playback, Swiftly on-time performance, Swiftly run-times, RCN NetCloud Essentials and NetCloud Advanced for mobile routers, and other IT services.
- Rent includes the Ashley Phosphate Park & Ride lot, Dorchester Village Shopping Center Park & Ride lot, Leeds Avenue lot lease from Dominion and document storage.
- Communications is the cost of phone, internet and radio services at the facilities and on the buses.
- Utilities include electric and water at the SuperStop, Melnick Park & Ride, the Radio Shop at Leeds Avenue, Medcom Street and the charging stations at Leeds Avenue.
- Auditing is the cost of the FY24 GASB 75 Actuary.
- Custodial Services are the cost of janitorial services at the Melnick Park & Ride location.
- OnDemand Program is customer transportation cost for same-day service through independent rideshare.
- Other Professional Services include bus wash inspection services.
- Shared Contract Services (IGA & Management) is the extensive services the BCDCOG provides to CARTA.
- Fixed-Route Service is the cost of fixed and commuter service provided by National Express Shuttle and Transit.
- Money Transport is the cost of the armored guard service to transport cash deposits to the bank.
- Security Services are the contracted security service provided at the SuperStop by the City of North Charleston Police Department and by Extra Duty Solutions at the Mary Street bus stop.
- Vehicle Maintenance is the cost to maintain the fleet.
- Facility Repair & Maintenance is the cost to maintain facilities.
- Operating Fees & Licenses include credit card transaction fees and vehicle title and registration fees.
- Insurance includes the cost of liability insurance provided by the Insurance Reserve Fund. The insurance policy renews January 1. CARTA will add and remove items on the policy throughout the year, but this is the majority of the cost for the fiscal year.
- Paratransit is the cost of paratransit transportation provided by National Express Shuttle and Transit.
- Interest is the interest on the Melnick Park & Ride loan.

Capital Expenditures:

- Rolling Stock is the purchase of the Hometown Trolley Villager.
- Bus Facilities/Charging Stations are the Leeds Avenue parking lot repairs and charging infrastructure.
- Bus Shelter Construction/Bench Install is the installation of shelters and benches.
- Security/Cameras & Equipment is the purchase of cameras, radios, access control equipment and AVL equipment.
- Facilities Construction is Shipwatch Square engineering.
- Capital (IT, Facility Repairs, Maint.) is the purchase of bike racks and a Genfare vault.

The Agenda Packet also included the following information regarding the activity of the OnDemand Program as of February 28, 2025: total cost is \$663,547 at 90% completion with an available balance of \$74,239. The Board of Directors received the Financial Status Report and the OnDemand Program Activity Report as information.

4. FY26-28 Annual Disadvantaged Business Enterprise (DBE) Usage Goal – Request for Approval – Jeff Burns

Jeff Burns, Grants and Contracts Compliance Administrator, presented the FY26-28 Annual Disadvantaged Business Enterprise (DBE) Usage Goal. He noted that CARTA has established a DBE and Small Business Participation Program in accordance with regulations of the U.S. Department of Transportation (USDOT). CARTA receives Federal financial assistance from the USDOT and, as a condition of receiving the assistance, CARTA provides assurance that it will comply with the regulations. Mr. Burns explained that it is CARTA's policy to ensure that DBEs have an equal opportunity to receive and participate in DOT-assisted contracts. It is also CARTA's policy to ensure nondiscrimination in the award and administration of DOT-assisted contracts; to create a level playing field on which DBEs may compete fairly for DOT-assisted contracts; to ensure that the DBE Program is narrowly tailored in accordance with applicable law; to ensure that only firms that fully meet eligibility standards are permitted to participate as DBEs; to help remove barriers to the participation of DBEs in DOT-assisted contracts; to assist the development of firms that can compete successfully in the marketplace outside the DBE Program; and to facilitate competition in DOT-assisted public works projects by small business concerns (both DBEs and non-DBE small businesses). Mr. Burns noted that by using the prescribed goal-setting methodology, it is reasonable to establish a minimum annual goal of 5.0% DBE participation in DOT-assisted contracts for FY26-28. CARTA staff strives to involve DBEs in every contract and will continue to build and maintain relationships to facilitate the development of disadvantaged businesses and individuals. CARTA will strive to meet the USDOT aspirational goal of 10% beyond the goal established using the goal-setting methodology prescribed by the FTA. Mr. Burns noted that staff recommends adoption of the annual DBE Usage Goal for FY26-28 and associated DBE Plan amendments in accordance with DBE regulations.

***Mr. Boykin made a motion to approve the FY26-28 Annual Disadvantaged Business Enterprise (DEB) Usage Goal as presented. Mr. Brownstein seconded the motion.
The motion was unanimously approved.***

5. Bus Charge Management Software Contract Modification – Request for Approval

Mr. Mitchum discussed the Bus Charge Management Software Contract Modification. He noted that staff is requesting approval to amend the ChargePoint, Inc.-Battery Electric Bus Charge Management Software contract #CARTA2023-04 for an additional year pursuant to the renewal terms outlined in the contract. The contract was awarded on May 1, 2024 as a one-year contract with four options to renew annually. If approved, the amendment will extend the contract through May 1, 2026. Mr. Mitchum addressed questions and comments.

Mr. Boykin made a motion to approve the Bus Charge Management Software Contract Modification as presented. Mayor O'Neil seconded the motion. The motion was unanimously approved.

6. Project Updates – Andrea Kozloski

Andrea Kozloski, Deputy Director of Operations and Support, delivered a report regarding upcoming events and activities noting the following dates: MUSC Earth Day on April 17th; MUSC Health Event on April 26th; Cinco De Mayo Event on April 26th; CARTA Night at the Riverdogs on June 29th. She also delivered an update on CARTA Amenities, noting shelters in progress; 40 new solar lights installed; and benches in progress. Ms. Kozloski highlighted Transit Team Member, Angela Kellum. Ms. Kellum has been with CARTA for six years starting as a driver. She was promoted to Safety Supervisor after just one year then she became a Paratransit Supervisor. Ms. Kellum was recently promoted to Road Supervisor where she continues to excel. Ms. Kozloski discussed the Transit App regarding usage and trends. She noted that rider usage and subscribers to the app continue to increase. She then presented slides depicting commendations regarding Bus Operator Shantay's helpfulness to riders, the Transit Operations Day celebration at Leeds Avenue, and photos of new bus wraps. Ms. Kozloski delivered a report on Project Updates, briefing the Board of Directors on the following projects: Service Planning Initiatives; Downtown Route Study; US 52 BRT Study; CARTA OnDemand, noting that on March 1st, program changes were implemented and updated for senior vouchers; Shelter Improvement Program, noting that several shelters and benches are in development and solar lighting installations continue to take place; Shipwatch Square Transit Center, noting that NEPA is complete and 90% design is in review; Transit Oriented Development Study; LCRT, noting that the 90% design review was submitted in February 2025 and approval is scheduled for April 2025.; Dorchester Transit Signal Priority (TSP) Pilot Project, noting that IGA, procurement and parameter documents development continue to advance; Mt. Pleasant Street Park & Ride; Fairgrounds Park & Ride, noting that the lawsuit is scheduled for mediation on May 14, 2025; O&M Facility - LCRT; and Mobile Ticketing Sales and Use. The Board of Directors received the Upcoming Activities & Events Report and the Project Updates Report as information.

7. Ridership Report – Megan Ross

Megan Ross, Transit Planner, presented the Ridership Reports for March 2025. She noted that passenger trips totaled 250,715 and there were 14.1 customers per service hour (9.8 last month). Ms. Ross stated that overall ridership when comparing March 2025 to February 2025 increased by 56.5%, overall ridership when comparing March 2025 to March 2024 increased by 25.5%, and overall ridership when comparing 2025 YTD to 2024 YTD decreased 2.5%, which was primarily due to the inclement weather the region experienced in January. She stated that Tel-A-Ride ridership for March 2025 was 4,410 (a decrease of 19.7% when comparing 2024 YTD to 2025 YTD). Ms. Ross reviewed safety trends for March 2025 noting that there were two preventable accidents which were a rear-end event and a mirror clip (both on fixed-route vehicles). There were also 11 non-preventable accidents. She discussed complaints and commendations regarding Customer Services for the month of March noting there were three complaints (operator pass-by and missed service) and there was one commendation. Ms. Ross reviewed On-Time Performance noting that the fixed-route on-time performance for March 2025 was 69.5% and 86% for paratransit. She noted that missed trips for March 2025 resulted in 264.17 service hours missed, which was 1.70% of total scheduled monthly revenue hours. Ms. Ross discussed paratransit services in detail regarding the breakdown of total passengers per hour, which was 4,410, total trips requested, no-shows and cancelations, the average ride length and distance as well as on-time performance, which was 86%. She then discussed OnDemand trips for March 2025, noting that the ridership for the month of March was 3,689 passengers between both Uber and Lyft. The trip cost averaged \$11.44, lower than February's average of \$11.49, and that 46% of the overall rides were from Tel-A-Ride

passengers. Ms. Ross addressed questions and comments. The Board of Directors received the Ridership Report as information.

8. Executive Director's Report – Ron Mitchum

Mr. Mitchum deferred his comments to Executive Session; however, he noted that the Shipwatch Square project received environmental approval and is within the budget.

9. Other Business, If Any

There was no further business discussed.

10. Public Comments, If Any

There was one Public Comment noted for the record:

- William Hamilton (Best Friends of Lowcountry Transit): Mr. Hamilton discussed the upcoming Pink House event, the Opening of the Ocean event, and he recognized Mrs. Louise Brown, her 90th birthday, and the Right to Ride Day. He stated that BFLT will support the Beach Reach Service with the pirate theme again throughout the upcoming season.

11. Executive Session – Contractual Matters

Mayor O'Neil made a motion that the Board of Directors convene into Executive Session.

Mr. Boykin seconded the motion. The motion was unanimously approved.

Non-Board Members, Guests and Non-Essential Staff Members were excused.

Mr. Ward made a motion to reconvene the Board of Directors meeting.

Mr. Boykin seconded the motion. The motion was unanimously approved.

Chairman Seekings reconvened the Board of Directors meeting noting that no action was taken related to contractual matters discussed during Executive Session.

12. Board Comments, If Any

Mr. Brownstein relayed comments from Route 20 riders regarding the need for additional bicycle racks on the buses.

13. Adjourn

Chairman Seekings thanked the Board of Directors for their continued dedicated service to the Board and the communities they serve. There being no further business before the Board, Chairman Seekings adjourned the meeting at 1:55 p.m.

Respectfully submitted,
Kim Coleman



Charleston Area Regional Transportation Authority

MEMORANDUM

TO: Board of Directors
FROM: Robin W. Mitchum, Deputy Director of Finance & Administration
SUBJECT: March 31, 2025 Financial Report Overview
DATE: May 13, 2025

Please find attached the March 31, 2025 Financial Report. Below is a brief overview of the activities for FY25.

Revenues

- Farebox is the fares collected on the revenue vehicles.
- Passes & Mobile Ticketing is bus pass fares sold to customers.
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- Advertising is advertising on the buses.
- Insurance proceeds are a result of accidents.
- Sale of Assets is the proceeds from the sale of a 1986 Chevrolet truck and 2017 van.
- Miscellaneous revenue is the sale of scrap metal.

Expenditures

- Retiree Benefits includes the cost of retiree insurance.
- Supplies includes office, facility maintenance, and rebranding supplies.
- Printing includes costs of printing passes and brochures.
- Automotive is the cost to service the 2018 Ford F150.
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- Utilities includes electric and water at the Superstop, Melnick Park and Ride, the Radio Shop at Leeds Avenue, Medcom St, and the charging stations at Leeds Avenue.
- Auditing is the cost of FY24 GASB 75 actuary.
- Custodial services are the cost of janitorial services at the Melnick Park and Ride.

- OnDemand Program is customer transportation cost for same day service through independent rideshare.
- Other Professional Services includes bus wash inspection services and the fire extinguisher inspection at the Super stop.
- Shared Contract Services (IGA & Management) is the extensive services BCDCOG provides to CARTA.
- Fixed Route service is the cost of fixed and commuter service provided by National Express Shuttle and Transit.
- Money Transport is the cost of the armored guard service to transport cash deposits to the bank.
- Security Services are contracted security services provided at the Super Stop by the City of North Charleston Police Dept. and by Extra Duty Solutions at Mary Street.
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- Interest is interest on the Melnick Park and Ride Loan.

Capital Expenditures

- Rolling Stock is the purchase of the Hometown Trolley Villager.
- Bus Facilities/Charging Stations is Leeds Avenue parking lot repairs and charging infrastructure.
- Bus Shelter Construction /Bench Install is the installation of shelters and benches.
- Security/Cameras & Equipment is the purchase of cameras, radios, access control equipment, and AVL equipment.
- Facilities Construction is Shipwatch engineering.
- Capital (IT, Facility Repairs/Maint) is the purchase of bike racks and a Genfare vault, Genfare controller modules and the Superstop HVAC replacement.

Overall, the agency ended the month with excess of revenues of \$1,886,929.

If you have any questions, please contact me at 843-529-2126 or robinm@bcdcog.com.

Amount owed to National Express Shuttle & Transit as of 03/31/2025 was \$1,348,284.56.

CARTA
Statement of Revenues & Expenditures
For the Month Ending March 31, 2025

Time elapsed:
50%

	FY25 Budget	Actual	% of Budget
<u>Operating Revenues</u>			
Farebox	1,322,466	570,121	43%
Passes & Mobile Ticketing	607,295	293,180	48%
COC Shuttle	453,476	197,982	44%
MUSC	763,456	387,889	51%
City of Charleston - DASH	741,452	370,726	50%
Federal	10,156,366	5,342,557	53%
Sales Tax - Charleston County	13,415,772	6,603,136	49%
Advertising	850,000	449,442	53%
Insurance Proceeds	-	76,709	N/A
Sale of Assets	-	11,775	N/A
Miscellaneous	-	227	N/A
TOTAL OPERATING REVENUES	28,310,283	14,303,744	51%
<u>Operating Expenditures</u>			
Retiree Benefits	9,581	4,910	51%
Supplies	75,000	21,076	28%
Printing	42,000	2,780	7%
Automotive	3,525	914	26%
Postage	200	-	0%
Dues/Memberships	2,500	-	0%
Office Equipment Rental	116,225	52,500	45%
Office Equipment Maintenance	333,633	163,292	49%
Rent	34,385	18,756	55%
Communications	170,185	80,669	47%
Utilities	322,832	99,656	31%
Advertising	7,500	-	0%
<u>Professional Services</u>			
Auditing	32,340	200	1%
Legal	1,000	-	0%
Custodial	25,542	11,610	45%
On Demand Program	350,000	262,283	75%
Other	25,000	1,532	6%
<u>Contract Services</u>			
Shared Services - IGA	3,640,486	1,873,994	51%
Fixed Route	16,244,786	6,644,224	41%
Money Transport	11,836	7,177	61%
Security Services	105,560	54,624	52%
Vehicle Maintenance	348,701	152,814	44%
Facility Repair & Maintenance	47,250	21,270	45%
Operating Fees & Licenses	50,000	28,272	57%
Insurance	1,085,307	979,507	90%
Fuel	1,493,500	600,082	40%
Paratransit	3,657,569	1,304,657	36%
Miscellaneous	5,400	3,193	59%

CARTA
Statement of Revenues & Expenditures
For the Month Ending March 31, 2025

Time elapsed:
50%

	FY25 Budget	Actual	% of Budget
Interest	43,440	22,494	52%
Non-Capitalized Assets	25,000	4,329	17%
TOTAL OPERATING EXPENDITURES	28,310,283	12,416,815	44%
Excess (Deficit) of Revenues Over (Under) Expenditures		<u>1,886,929</u>	

Capital Revenues

Rolling Stock	600,000	-	
Bus Facilities/Charging Stations	-	217,267	
Security/ Cameras & Equipment	131,511	103,520	
Facilities Construction	2,211,406	267,698	
Sales Tax - Charleston County	875,728	479,864	
TOTAL CAPITAL REVENUES	3,818,645	1,068,349	28%

Capital Expenditures

Rolling Stock	750,000	257,193	
Bus Facilities/Charging Stations	-	266,478	
Bus Shelter Construction/Bench Install	100,000	114,212	
Security/ Cameras & Equipment	2,764,257	48,070	
Facilities Construction	164,388	335,011	
Capital (IT, Facility Repairs/Maint)	40,000	47,385	
TOTAL CAPITAL EXPENDITURES	3,818,645	1,068,349	28%

**CARTA
BALANCE SHEET
3/31/2025**

ASSETS

ASSETS

GENERAL OPERATING (BB&T)	16,458,461.26
PETTY CASH	160.00
ACCOUNTS RECEIVABLE	5,681,880.92
PREPAID EXPENSES	255,391.77
INVENTORY - FUEL	27,508.05
LAND	8,555,977.53
VEHICLES	52,020,587.67
EQUIPMENT	2,638,126.77
FAREBOXES	1,214,379.70
SHELTERS	4,606,632.48
BUS SIGNAGE	254,913.32
FACILITIES	10,970,536.60
PARK & RIDE FACILITY	183,927.64
ACCUMULATED DEPRECIATION	(39,509,553.48)
RIGHT TO USE LEASES	1,179,416.40
ACCUMULATED DEPRECIATION - RTU	(406,830.95)
TOTAL ASSETS	<u>64,131,515.68</u>

LIABILITIES & EQUITY

LIABILITIES

ACCOUNTS PAYABLE	1,851,772.02
NOTE PAYABLE - BB&T	1,193,663.29
ACCRUED INTEREST	5,265.20
UNEARNED REVENUE	64,000.00
OPEB LIABILITY	127,941.00
LEASE LIABILITY	809,492.48
TOTAL LIABILITIES	<u>4,052,133.99</u>

EQUITY

CURRENT YEAR FUND BALANCE	1,886,928.61
INVEST IN CAPITAL ASSETS	39,316,594.56
FUND BALANCE	18,875,858.52
TOTAL EQUITY	<u>60,079,381.69</u>

TOTAL LIABILITIES & FUND EQUITY	<u>64,131,515.68</u>
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CARTA
OnDemand Program
3/31/2025

<u>Activity</u>	BUDGET	FY 21 Total Costs	FY 22 Total Costs	FY 23 Total Costs	FY 24 Total Costs	FY 25 Total Costs	Total	Balance	% Complete
OnDemand Program (80/20)	737,786	1,421	20,778	98,039	323,179	262,284	705,701	32,085	96%
Total	737,786	1,421	20,778	98,039	323,179	262,284	705,701	32,085	96%
Federal FTA 5310	587,000	1,137	16,622	75,202	258,544	209,827	561,332	25,668	96%
Local	150,786	284	4,156	22,837	64,635	52,457	144,369	6,417	
Total	737,786	1,421	20,778	98,039	323,179	262,284	705,701	32,085	96%



US 52 BRT Feasibility Study

CARTA Board Meeting

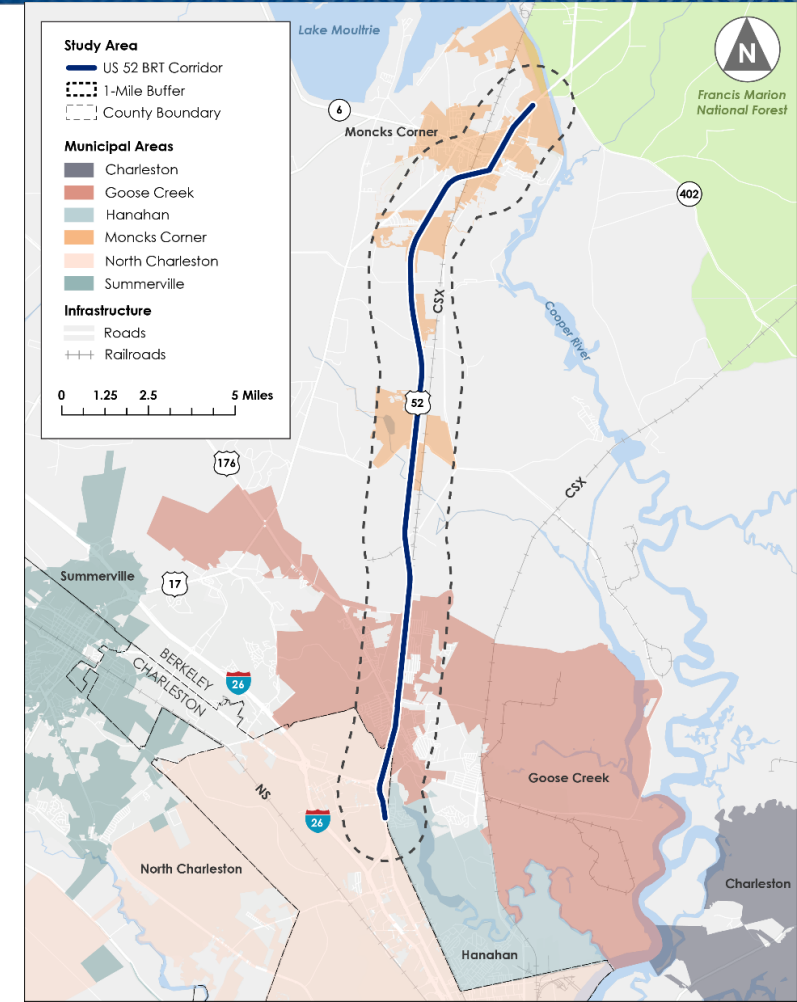
May 21st, 2025

Presentation Overview

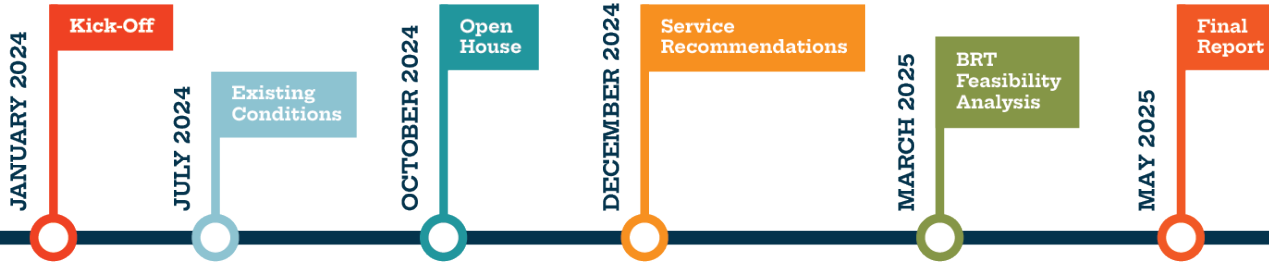
- Study Background
- BRT Feasibility Analysis Results
- TriCounty Link Service Recommendations
- Discussion & Q&A

Purpose and Process

- Access the corridor from **Moncks Corner to North Charleston**.
- Evaluate the TriCounty Link service to improve **access** and increase **ridership**.
- Assess the **feasibility** of transitioning to Bus Rapid Transit (BRT).
- Define connections to **the Lowcountry Rapid Transit (LCRT)** system
- Develop a **phased implementation plan** with costs and timelines.



KEY SCHEDULE MILESTONES



Public and Stakeholder Engagement

Stakeholder Working Group

- Quarterly meetings and workshops

October 2024 Public Engagement

- Public Open House Meetings
 - Monks Corner and Goose Creek
- Oct 5-10 Pop-ups
 - Goose Creek Fall Festival, Latin Festival, Moncks Corner Farmers Market
- Online

December 2024 meeting with TCL operators

- BCDCOG staff shared preliminary service recommendations and gathered input





US 52 BRT Alignment Alternative Screening Results

US 52 Alignment Alternatives

Moncks Corner

- Beginning at US 52 and Reid Hill Rd

Strawberry

- Beginning at US 52 and Cypress Gardens Rd

Goose Creek

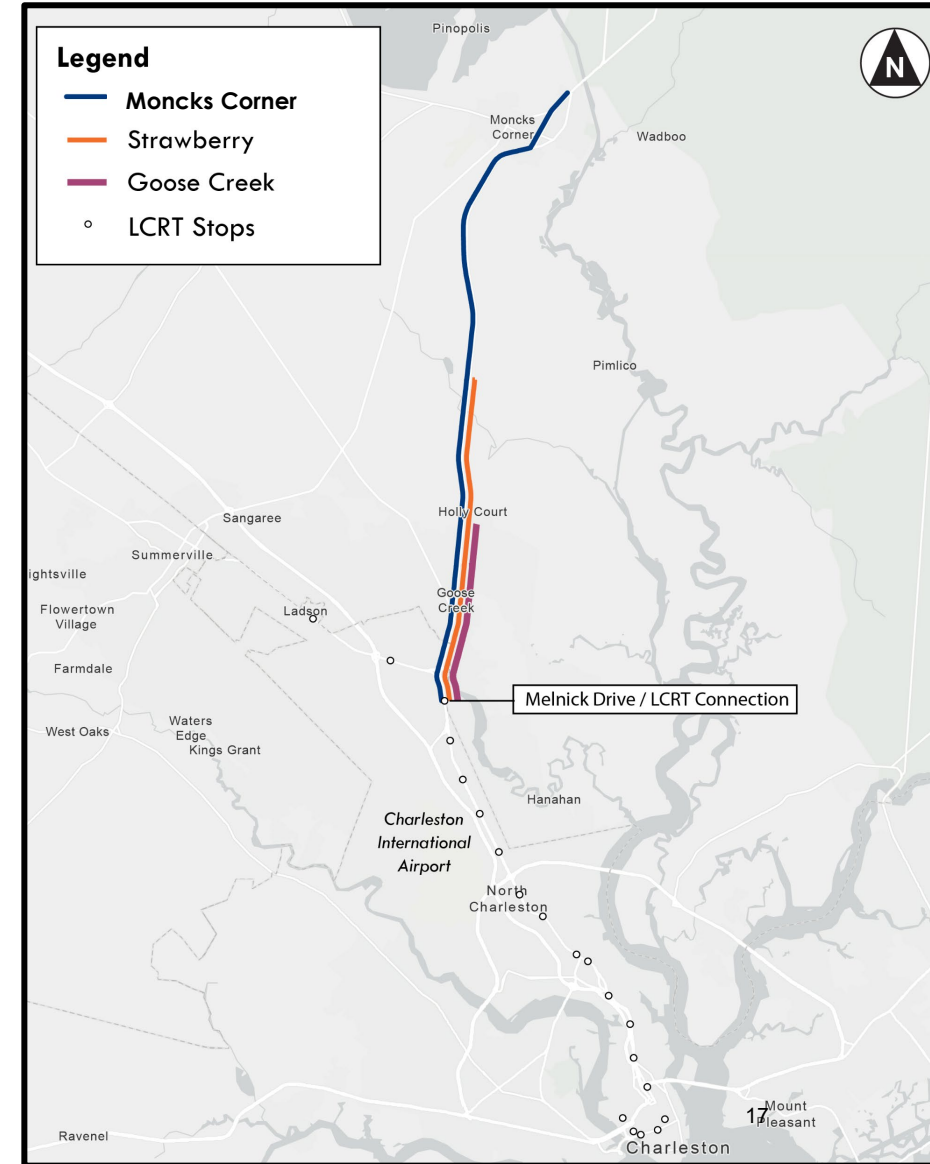
- Beginning at US 52 and Mount Holly Rd

All 3 Alignment Alternatives:

- Ending at Rivers Ave and Melnick Dr

LCRT Integration

- Rivers Ave and Melnick Dr LCRT station
- Riders can transfer at this station to the LCRT



Study Objectives & Screening Criteria

Objective	Screening Criteria
Develop a high-capacity transit corridor that can accommodate future population and employment growth	Transit demand
	Existing and future corridor demographic densities
	Compatibility with local and regional plans
Connect to LCRT and collectively strengthen the region's transportation system	Existing transit services and infrastructure
	Ridership of adjacent routes
Ensure long-term sustainability by planning around existing roadway characteristics, natural resources, and transit-supportive communities	Existing roadway geometry
	Existing traffic conditions and travel flows
	Environmental / ROW considerations
Cost effectiveness	Capital and operating cost/rider
Ridership	Riders/year

● Ridership Estimates by Alignment

1. Used CARTA Route 12 as a representative route

- Average weekday ridership: 373

2. Estimated local route ridership on US 52 by:

- Adjusting for population density and route length
- Adjusting for upgraded frequency (45 minutes -> 30 minutes).

3. Estimated US 52 BRT route ridership by:

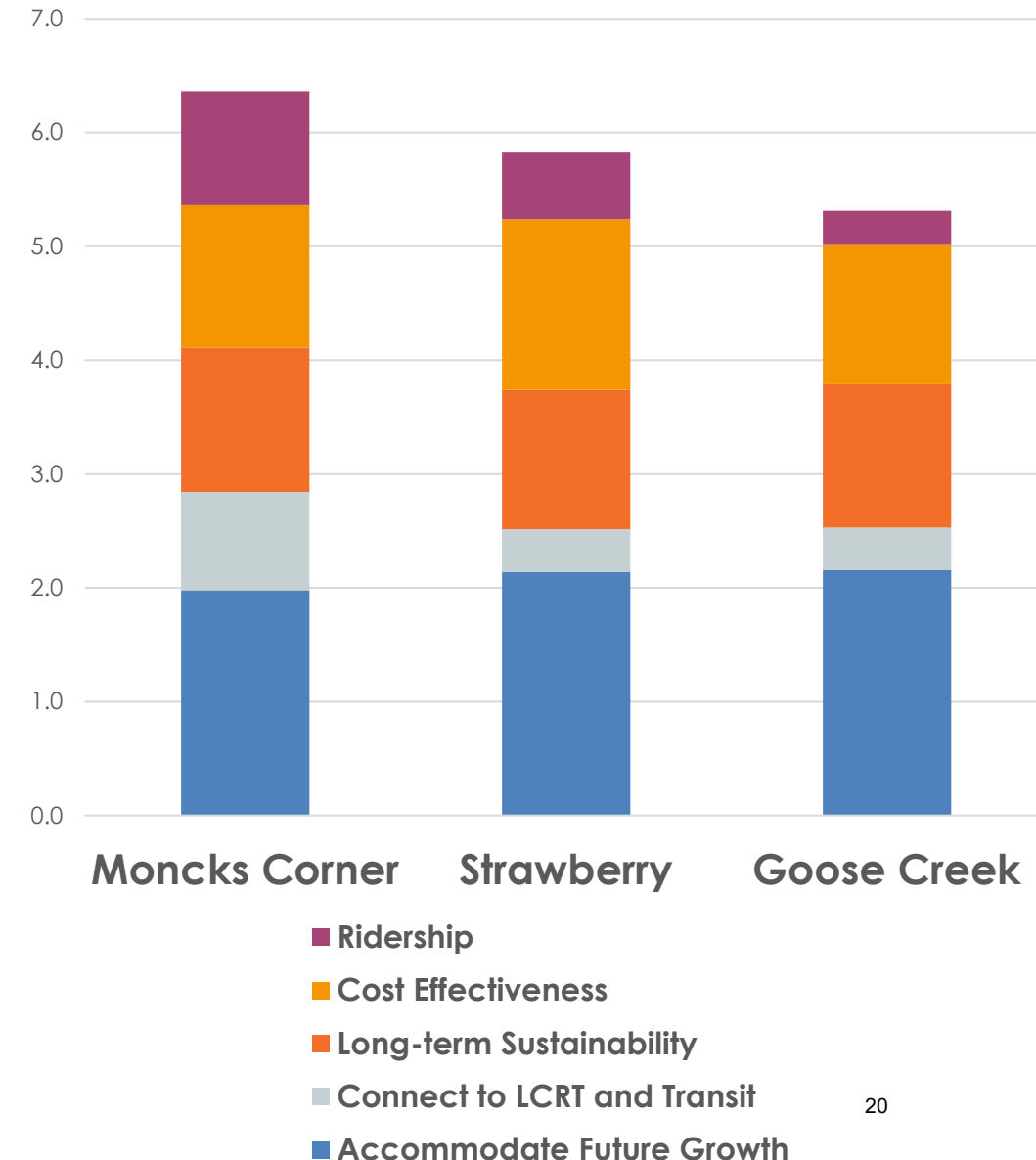
- Adjusting for additional frequency and travel time savings.
- Applying a BRT upgrade factor.

Average Weekday Ridership Results:

- **Moncks Corner:** 749
- **Strawberry:** 444
- **Goose Creek:** 217

Screening Results Summary and Key Takeaways

- **The Moncks Corner alternative scores highest overall.**
 - Longest corridor = the highest ridership estimate. It also has the highest cost per rider.
- **The three alternatives have similar capabilities to accommodate future growth**
 - Goose Creek alignment scoring slightly higher, serving areas of highest population and household growth.
- **These three alternatives are each similarly scored regarding future ROW considerations and traffic conditions.**
- **Ridership on all three alternatives does not justify guideway BRT investment.**
 - Investment in frequent all-day fixed-route service will build the transit market.
 - BRT Lite may be warranted in the future as ridership grows.



Southern Terminus Alternatives

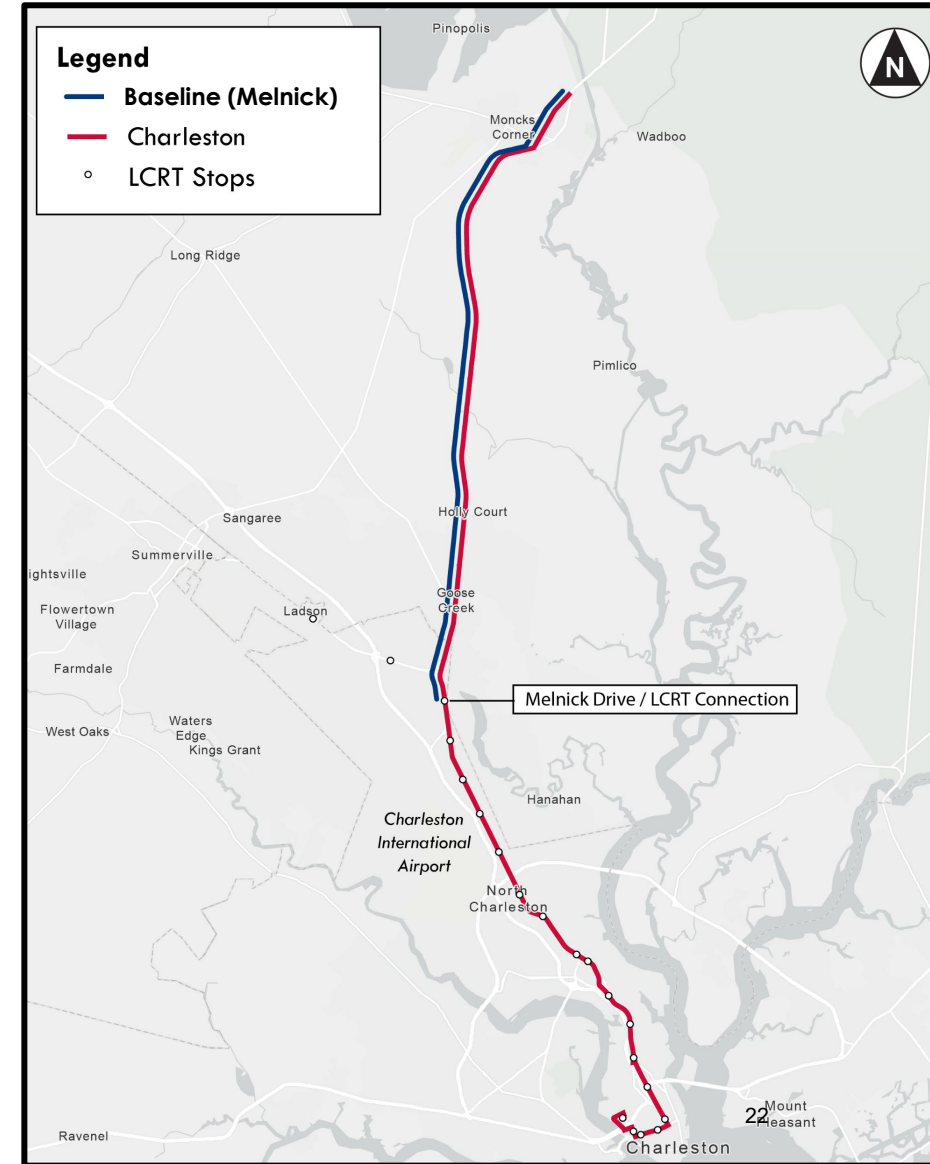
Southern Terminus Alternatives

Baseline

- Beginning at US 52 and Reid Hill Rd
- Ending at Rivers Ave and Melnick Dr

Downtown Charleston

- Extend service to Charleston
- Interlines with the LCRT BRT going south



Southern Terminus Alternatives Evaluation Criteria

Quantitative

- Transit demand
- Existing and future corridor residential and employment densities
- Capital cost estimates
- Operating cost estimates
- Ridership estimates

Qualitative

- Reliability
- Run blocking/operator schedules

Southern Terminus Alternatives Results

Key Considerations and Takeaways:

- The Charleston alternative scores higher for most quantitative metrics.
- Operational concerns related to a significant route length:
 - **Reliability:** The longer the route, the greater the opportunity for it to get off schedule. Moncks Corner to Downtown Charleston would be an extremely long route.
 - **Run Blocking / Operator Schedules:** One round trip from Moncks Corner to Downtown Charleston with recovery time is estimated to take 4 hours, compared to 2.25 hours for the Baseline. An operator may only be able to make two trips.
- Ridership:
 - Baseline: 749; Charleston: 809
 - Ridership for the Charleston alignment represents additional trips taken, and do not account for any LCRT riders that may catch a US 52 bus that comes by
 - Between the two alternatives, the Charleston alternative is estimated to have 60 more weekday riders but is estimated to cost \$4M more in annual operating costs and \$10M more in capital costs

Conclusions

Challenges

Lack of existing transit service = lack of demonstrated demand.

Near-term potential is greatest at the southern end of the US 52 corridor.

A full guideway BRT likely will not be warranted even in the long term, but modest transit priority features could enhance reliability.

Lack of sidewalks is a significant challenge, especially north of Goose Creek.

Opportunities

Expand existing transit service and supportive infrastructure to build a transit market in the corridor.

Consider near-term options to tap into LCRT.

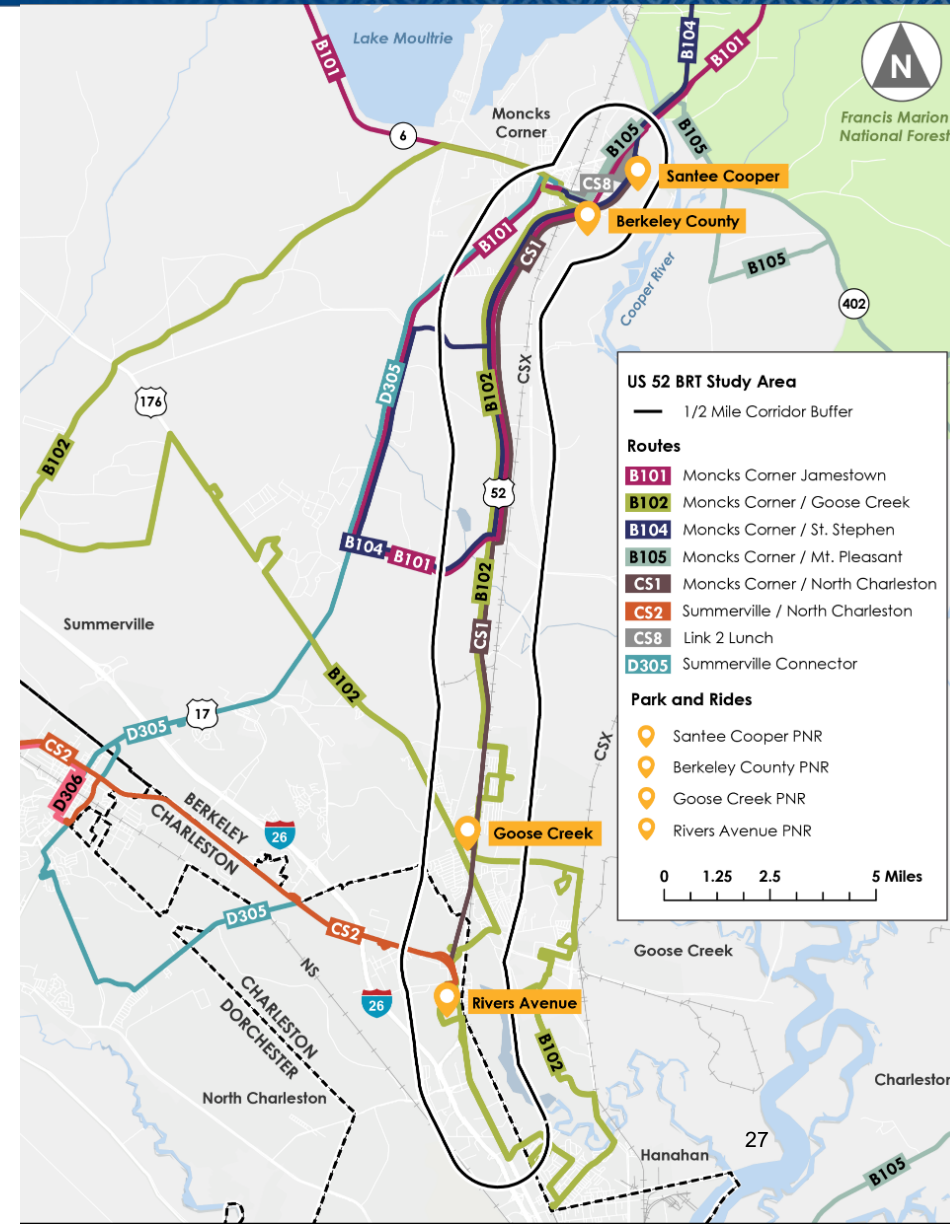
Reserve right-of-way and incorporate transit priority features into planned roadway projects.

Emphasize complete streets elements as part of roadway and private improvements, focusing on key nodes and connecting from ROW to destinations.

TCL Service Recommendations and Costs

TCL Short-Term Service Goals

- Optimize routing and operations
- Build consistent ridership
- Orient service towards future BRT service on the US 52 corridor



TCL Short-Term Recommendations

Route CS1

- Add service to key activity (shopping) centers, add circulation in Goose Creek

Route B101

- Remove the eastern portion of the alignment, serve B104 stops along US 52, add service to key activity centers

Route B102

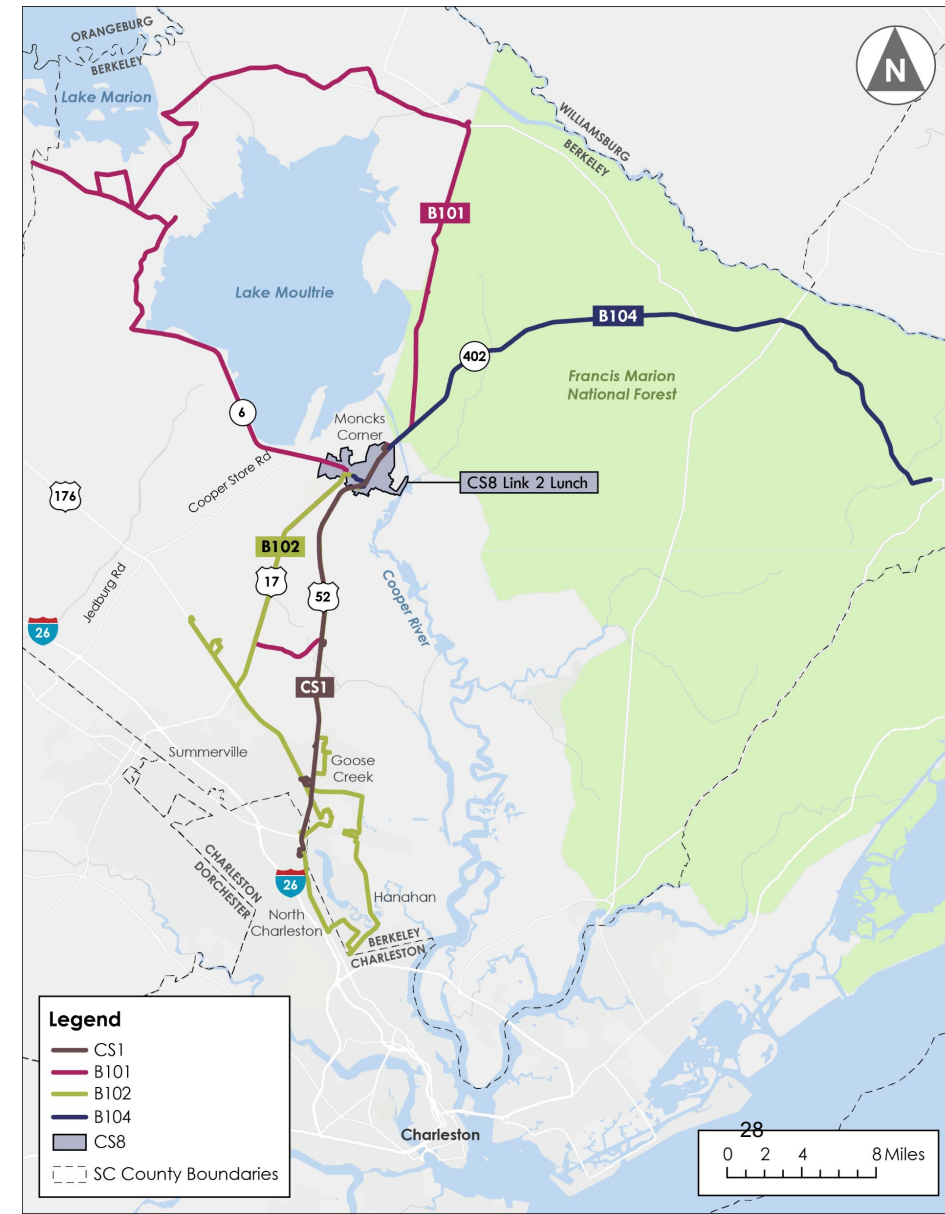
- Remove the western portion of the alignment, add service to key activity centers

Route B104

- Reroute to cover the eastern portion of B101

Route CS8

- Develop an on-demand service pilot by expanding the service area and hours



TCL Long-Term Fixed Route Recommendations

Route CS1

- Streamline routing along US 52
- Trips every 30 minutes

Route B101

- Remove southern loop from alignment
- Trips every 60 minutes

Route B102/Route 1

- Split Route B102 into three separate routes (Route 1, Route 2, Route 4) to optimize operations
- Trips every 60 minutes

Route B102/Route 2

- Split Route B102 into three separate routes (Route 1, Route 2, Route 4) to optimize operations
- Trips every 30 minutes

Route B102/Route 4

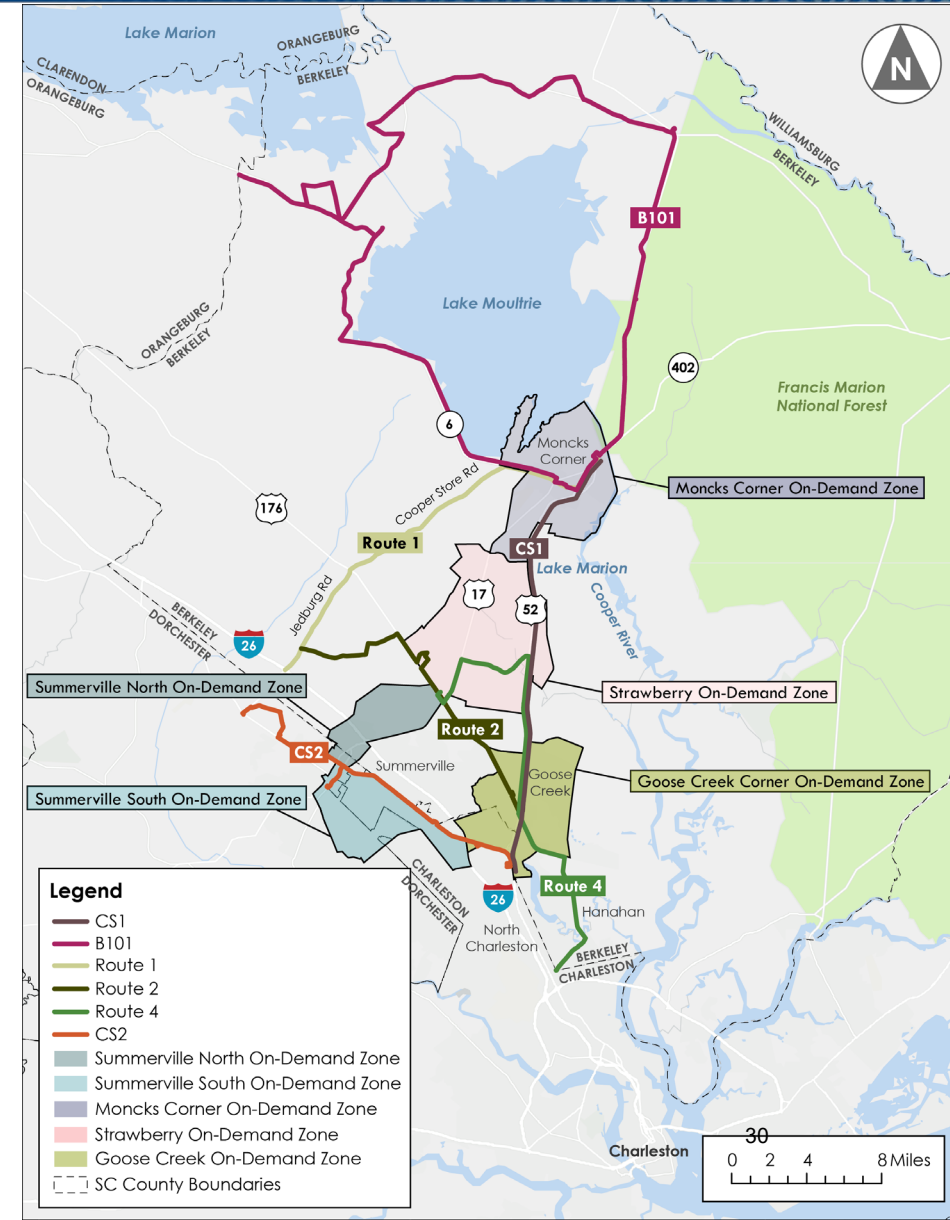
- Split Route B102 into three separate routes (Route 1, Route 2, Route 4) to optimize operations
- Trips every 30 minutes

Route CS2

- Maintain existing routing
- Trips every 30 minutes

Long-Term Recommendations: On-Demand Zones

- Add new on-demand zones in Summerville (North and South), Moncks Corner, Strawberry, and Goose Creek
- Zones selected based on areas with high projected growth and the need for better access
- All zones are recommended to operate weekdays from 5 AM to 7 PM



Summary of Cost for Implementation

Base Cost: \$695,612

TCL Short-Term Recommendations (2025):

- Annual Operating – \$1.35M (\$656,121 in new funding)
- Capital vehicles – no new vehicles are needed
- Capital bus stop infrastructure – \$105,000

TCL Long-Term Recommendations (2030):

- Annual Operating – \$8 M (includes base and short-term costs; \$7,375,814 in new funding)
- Capital vehicle – \$15 M
- Capital bus stop infrastructure – \$3 M

Note: These costs don't include ROW acquisitions, park and ride facilities, bike/ped improvements


Next Steps



Share Study Results Online



BCDCOG Board Presentation – June 23rd



Finalize the report and implementation plan



Charleston Area Regional Transportation Authority

MEMORANDUM

Date: May 20, 2025
To: CARTA Board of Directors
From: Ronald Mitchum, Executive Director
Subject: Request for Approval - Comprehensive Operational Analysis (COA) and Strategic Implementation Plan

The Selection Committee met on May 20, 2025 and reviewed three proposals for the Comprehensive Operational Analysis (COA) and Strategic Implementation Plan. Proposals were received from Benesh, HNTB Corporation, and Nelson\Nygaard Consulting Associates, Inc.

Staff is requesting approval to negotiate a contract with **Nelson\Nygaard Consulting Associates** based upon the overall score sheet rankings.



Charleston Area Regional Transportation Authority

MEMORANDUM

Date: May 12, 2025
To: CARTA Board of Directors
From: Ronald E. Mitchum, Executive Director
Subject: Transit Planning Project Updates for April 2025

Please find the progress reports for transit planning projects.

1. Service Planning Initiatives (Project Manager: Megan Ross)
2. Downtown Route Study (Project Manager: Megan Ross)
3. US 52 BRT Study (Project Manager: Sharon Hollis/Megan Ross)
4. CARTA On-Demand (TNC Pilot Project) (Project Manager: Courtney Cherry)
5. Shelter Improvement Program (Project Manager: Rainee Kearney)
6. Shipwatch Square Transit Center (Project Manager: Sharon Hollis)
7. Transit Oriented Development Study (Project Manager: Sharon Hollis)
8. Lowcountry Rapid Transit (Project Manager: Sharon Hollis)
9. Dorchester Transit Signal Priority (TSP) Pilot Project (Project Manager: Sharon Hollis)
10. Mt. Pleasant Street Park and Ride (Project Manager: Robin Mitchum)
11. Fairgrounds Park and Ride (Project Manager: Robin Mitchum)
12. O&M Facility – LCRT (Project Manager: Robin Mitchum)
13. Mobile Ticketing Sales and Use (Project Manager: Jeff Burns)

Please let me know if you need additional information.

MEMORANDUM

1. Service Planning Initiatives

- Staff have continued working on the certification of the APC counts. All counters were installed, forms were completed, and staff have begun to ride units to check accuracy. This step is also what will allow our APCs to be NTD certified.
- Staff continue to work with MUSC assisting with the relocation of the main park and ride lot. MUSC is requesting additional service for Express routes within the next year.
- Staff continue to work with the transition from Easy Rides to Spare for our paratransit operations. Currently staff are setting up all the backend information regarding trips, clients, tablet replacements, and passenger facing app. We look to transition in June.
- Staff met with the City of Charleston to assist with new zoning districts. Staff reviewed routes and the future of routes in the areas to incorporate infrastructure.
- Staff continue working with development review and infrastructure improvement along the bus routes.
- Staff participated in an LCRT workshop on Systems and Operations.
- Staff participated in the US 52 Feasibility Study working group.
- Staff reported daily service reports to the Executive Director to help support ongoing improvement efforts.
- Staff tracks and investigates all missed service. It is reported to We Drive U and docked as liquidated damages.
- Staff assisted with the monthly NTD sample reporting on ridership.

2. Downtown Route Study

- Staff continue to coordinate implementation planning.

3. US 52 BRT Study

- BRT Feasibility Study Complete
- Stakeholder Committee meeting held in April.
- Developing online meeting to go live in May.
- Developing implementation plan and final report.

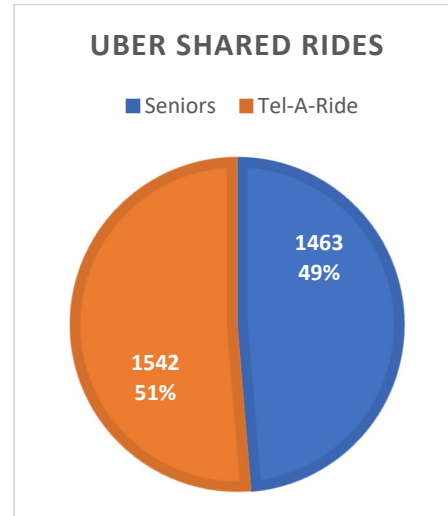
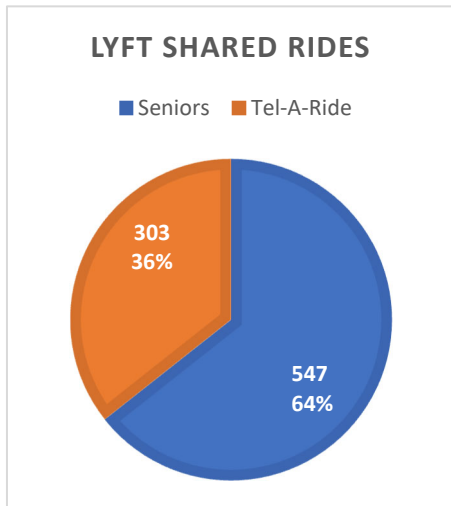
4. CARTA OnDemand (TNC Pilot)

Staff contracts with service providers Uber and Lyft to provide subsidized transportation. CARTA OnDemand launched on February 1, 2021. On March 1st, program changes were implemented and updated for senior vouchers. The service offers door-to-door subsidized services for seniors (60+) and Tel-A-Ride customers and covers the Tel-a-Ride service area Monday through Friday, between the hours of 7 AM and 5 PM. Senior customers pay an initial \$5 with a maximum trip subsidy of \$14 and any surplus amount being charged to the rider. Tel-A-Ride customers pay an initial \$4 with a maximum trip subsidy of \$30 and any surplus amount being charged to the rider.

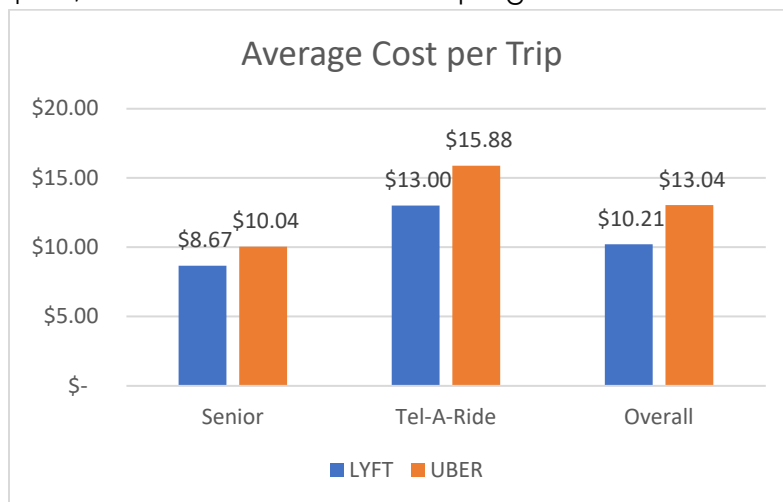
In April 2025, CARTA OnDemand continued program changes that went into effect March 1st. Changes included, reduction in CARTA max subsidy, monthly vouchers to weekly vouchers, and an

MEMORANDUM

increase in min customer pay. Additionally, the age requirement increased to 60 years old and a total of 210 customers were removed or temporarily removed due to their age. In April, there were 1,795 senior riders and 208 Tel-A-Ride customers approved to use OnDemand service, a total of 2,003. Also in April, CARTA OnDemand had a total of 3,855 trips with 48% of the trips being taken by paratransit customers and 52% being taken by senior customers.



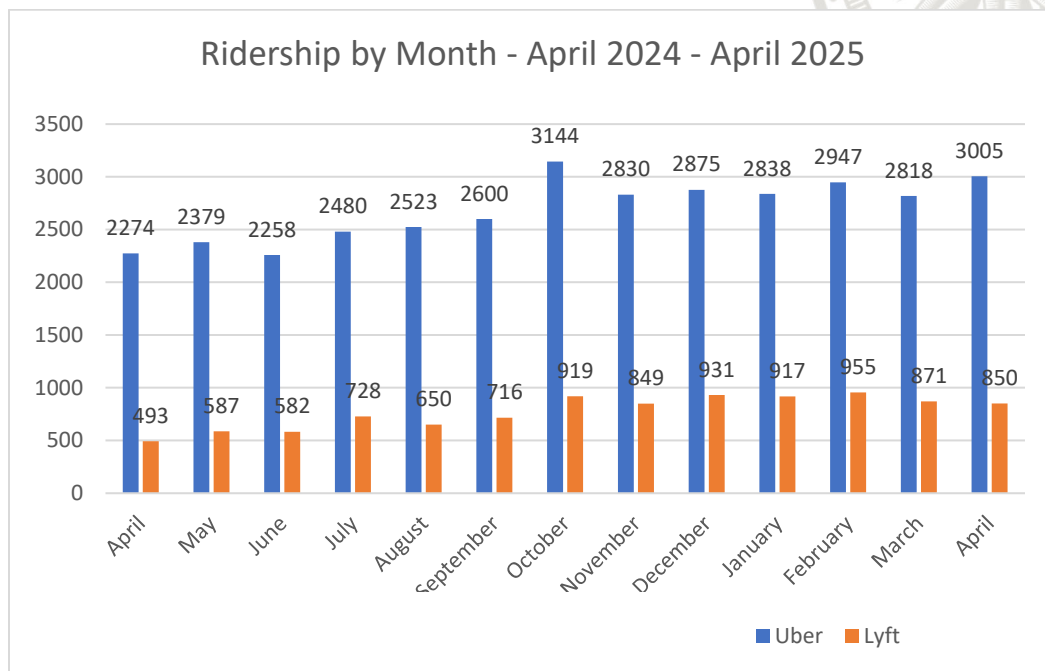
In April, the 3,855 trips (Tel-A-Ride and senior) averaged \$12.41 per trip. Tel-A-Ride trips averaged \$15.40 and senior trips averaged \$9.67. To date (February 2021 – present), CARTA has spent a total of \$753,983.29 on the OnDemand program.



LYFT STATISTICS	
•	850 Trips provided
•	Avg Trip Cost: \$10.21
•	133 Unique Riders
•	Total Cost: \$8,678.93

UBER STATISTICS	
•	3005 Trips provided
•	Avg Trip Cost: \$13.04
•	312 Unique Riders
•	Total Cost: \$38,810.57

MEMORANDUM



Ongoing Tasks:

Program Parameters

- Parameters to CARTA OnDemand were updated and approved 11/2024. Changes to be implemented March 1st, 2025. Changes include an increase in the customer fair, reduction in CARTA subsidy amount, an age increase, and reduction in vouchers allocated.
- These changes will result in the removal of any current customers under 60 years of age.

Coordination with TNC provider

- Staff coordinates with Uber and Lyft to ensure consistent service delivery and address service delivery and billing issues.

Marketing

- Marketing collateral has been distributed by request and through various public outreach processes.
- Outreach efforts specific to CARTA OnDemand have been held at local community gatherings.

Application approval and customer service

- Staff improved the application process to provide more efficient approval process.
- Staff approves applications from seniors and paratransit customers as they are received.
- Staff provides customer service by responding to inquiries about the service and assisting new riders with information on how to use Uber.

MEMORANDUM

Performance Monitoring (ongoing)

- Staff tracks ridership and expenditures monthly.
- Ridership has risen consistently.



5. CARTA Shelter Improvement Program (SIP)

Bus stops play an important role in how our riders experience transit. CARTA is working to continuously improve our bus stops by providing the best amenities for riders as they board and depart the bus.

Shelters/Benches in development:

- 124 Azalea and Elegans Dr. Shelter Installation- Engineering Phase.
- Cooper Crest Apartments- CARTA initiating infrastructure.
- 21 Greenridge Rd - CARTA initiating infrastructure. Permits have been submitted, pending approval.
- Hungryneck /Towne Center Shelter Installation complete.
- 512 Johnnie Dodds Blvd- Plans in progress, awaiting developer meeting to discuss potential shelter location change per Transit suggestion.
- Bench Installations along West Ashley and N. Charleston corridors are being coordinated. Several bench locations are in the engineering and planning phase. Locations include:
 - Stop 810 - Ashley River Road @ Magwood Drive
 - Stop 857 – Ashley River Road @ Tobias Gadson Boulevard
 - Stop 805 – Ashley River Road @ Bees Ferry Road
 - Stop 362 – Northwoods Boulevard @ Ashley Phosphate Road
 - Stop 402 – Northwoods Boulevard @ Ashley Phosphate Road
 - Stop 627 – Skylark Drive @ Savannah Highway
- Courier Square II - Currently reviewing site plans and determining the need.
- 133 Azalea Dr / Meridian Rd-. Permits have been submitted, pending approval.
- 710 Coleman Blvd / Patriots Point Rd- Shelter in progress.
- 674 Coleman Blvd / Patriots Point Blvd- Shelter in progress.
- 135 The Citadel- Shelter in progress.
- 304 Morrison Dr / Jackson St - Bench Only in progress. Issue with ADA.
- 302 Morrison Dr / Jackson St (Sanders-Clyde Elementary)- Shelter. Issue with ADA.
- Savage Road: Installation of sidewalks and shelter pads scheduled to start in Spring.
- Dorchester Road - SCDOT Safety Audit, currently reviewing for SCDOT.
- 783 Calhoun St / Ashley Ave- CARTA initiated infrastructure. Shared easement agreement. Reached out to MUSC on easement agreement progress.
- 575 Calhoun St / Jonathan Lucas St (far side) - CARTA initiated infrastructure. Shared easement agreement. Reached out to MUSC on easement agreement progress.
- 485 Jonathan Lucas St / MUSC Quad- CARTA initiated infrastructure. Shared easement agreement. Reached out to MUSC on easement agreement progress.
- Letters of Coordination provided for the following projects:
 - Point Hope Parkway
 - Woodfield Point Hope
 - Alliance Apartments

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- 1773 Folly Road
- Orange Grove Gymnasium
- 2 Tall Oak Ave
- 5210 Hwy 174



Solar Lighting Project

Solar lighting systems provide security and illumination in needed areas when grid power is unattainable or costly to bring to a site. CARTA has invested \$178,180 into solar lights for the region. In phase 1, 125 were installed. 50 new lights were purchased in Phase 2, and 41 of those lights have been installed.

Digital Signage

The first phase of this project has been completed. Continue to monitor digital signs.

Two locations have been selected for new digital signs. DRC has instructed us to work directly with the City of Charleston Traffic and Transportation department for the exact locations and sign placement.

- Stop ID No. 51 - Meeting St / Spring St
- Stop ID No. 783 - Calhoun St / Ashley Ave

6. Shipwatch Square/Transit Hub

- NEPA: NEPA is complete.
- A&E Design: 90 percent design and cost estimate are complete; working on final design to be complete Summer 2025
- Workforce Development Task: Working with Trident Tech to develop scope and budget for workforce development task.

7. Transit Oriented Development Study

- Phase 2 final report is complete.
- Staff continue to participate in presentations to present the recommendations.
- Phase 3 scope is in development, to be procured Spring 2025.

8. Lowcountry Rapid Transit

A&E Design: 90% Design approved on April 22, 2025. 100%/IFB is underway

Key Stakeholder Coordination: Project team members met with key stakeholders along the corridor. Maintenance agreements are in development with municipalities.

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FTA Coordination: Bi-Monthly and quarterly meetings are held with FTA and the Project Management Oversight Consultant (PMOC) throughout the Engineering phase. PMOC participates in monthly risk review meetings. Project is updating project management plans for next project rating submittal to FTA in July 2025. FTA/PMOC scheduled for May 2025.

NEPA: Documented Categorical Exclusion was approved by FTA in July 2021. A reevaluation document for 60% design was submitted to FTA in August 2024 and was approved by FTA in October 2024. No change in NEPA determination. The team is evaluating NEPA requirements for diesel fleet and other changes that may have occurred with 90% design for reevaluation needs to be submitted in May.

Maintenance Facility: 30% Design is complete. Final design procurement is complete, and kickoff scheduled for May 2025.

Transit Signal Prioritization: Transit signal prioritization at intersections is included as part of the LCRT project. A demonstration project of TSP on Dorchester Road was initiated to develop the technology and infrastructure on a smaller scale corridor to advance that technology on CARTA transit buses traveling on Dorchester Road. Progress on that effort is provided in #10 below.

Public Involvement: Stakeholder and neighborhood meetings are ongoing. Presentations to neighborhood and community groups are underway. Outreach to corridor businesses is ongoing.

ROW Acquisition: ROW acquisition for the corridor, led by SCDOT, is underway. Currently there are 392 active parcels in the ROW process.

Utility Coordination: Monthly utility coordination meeting with all impacted utilities underway. Pre Utility Agreements (required for FTA funding) have been sent to utility providers for review.

Construction Related Activities: Meetings related to coordination on MOT, IGAs, CEI, bidder outreach, and construction phase project procedures are underway.

Systems Integration: With 60% design complete, tasks associated with transit systems and integration (vehicles, fare vending, technology, etc.) are underway. Systems workshop was held in April to review operational considerations, Networking, TSP, AVL and Fare Vending. Route redesign and CARTA infrastructure modifications to be developed in the coming year as part of CARTA COA effort.

9. Dorchester TSP

The TSP Team has been working on the following tasks:

- Bi-Monthly Meetings and weekly SCDOT coordination meetings.
- IGA, procurement, and parameter documents development.
- Finalizing system requirements.

MEMORANDUM

10. Mt. Pleasant Street Park and Ride

We are finalizing the plans for TRC review on May 15, 2025.

11. Fairgrounds Park and Ride

The ECFC & CARTA lawsuit is scheduled for mediation on May 14, 2025.

12. O&M Facility (Acres Drive, Ladson)

The adjacent property owner is reviewing the agreement for a 10ft sewer easement. Facility design contract has been awarded.

13. Mobile Ticketing Sales & Use

During the month of April 2025, mobile ticket sales totaled \$33,976.07. This a 31.0% increase in sales revenue over April 2024 and a 3.2% increase from March 2025. Mobile ticket sales comprised 21.6% of total farebox revenue for the month and totals 21.3% of the revenue fiscal year to date. Mobile ticketing revenue comprised 15.1% of total farebox revenue last year fiscal year to date. Mobile ticket sales are 35.6% greater than mobile ticket sales last year fiscal year to date. There were 1,911 unique users over the month, conducting 22,127 transactions. The pass type with the highest frequency of use is the local, fixed-route, one-trip ticket and the route with the highest usage is Route 10. Work continues to implement a pass program with our institutional partners using the expanded functionality of the validator with processes in development. Also, contactless EMV capabilities on the new validator, which will allow customers to make direct payment with a credit card, is in development and is projected to be available later this year.

Date: May 13th, 2025
To: Ronald E. Mitchum, Executive Director
From: Megan Ross, Transit Planner
Subject: April 2025 Ridership Report Summary Statistics

The following information presents an overview of the ridership statistics for the month of April 2025.

- Ridership for the month was 260,829, which is a 25.5% increase from April of last year and a 4.03% increase from the month of March.
 - Fare Riders 67.98% of total
 - Pass Riders 26.34% of total
 - Transfers 5.68% of total
- The passengers per hour averaged 14.8, which is a 26.5% increase from April of last year and a 4.96% increase from the month of March.
- The average cash payment per passenger was \$0.32, a 34% decrease from last year.
- Revenue for the month totaled \$305,245.24, a 8.40% increase from last year.
 - Farebox Revenue 58.9% of total
 - Pass/Presale Revenue 41.1% of total
- The system wide cost per passenger was \$4.66.
- Routes that did not meet performance standards include Rt. 13 - Remount Rd., Rt. 40 – Mt. Pleasant, Rt. 41 - Coleman Blvd., Rt.42- Wando Circulator, Rt. 102- North Neck/ Rutledge Ave., and Rt. 104- Montague Ave.
- Farebox recovery for the system was 20.1%.
- Tel-A-Ride ridership for the month was 4,565.
- The cost per Tel-A-Ride trip was \$43.89.

Please feel free to contact me with any questions or for further information.

CARTA Monthly Performance April 2025

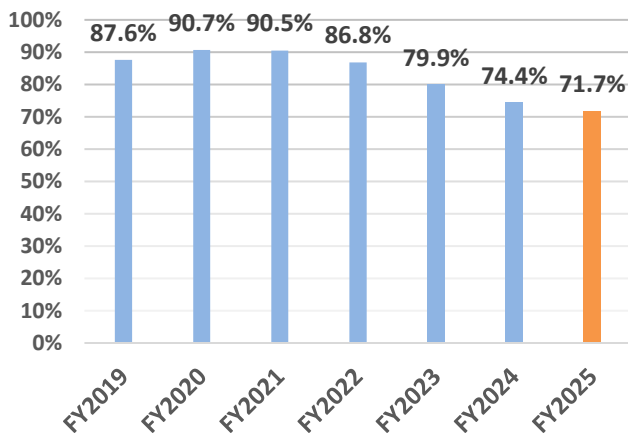
Fixed Route Performance:

- Passengers per Hour: 14.8
- On Time Performance: 69.5%
- Complaints per 100,000 Passengers: 4.6
- Compliments per 100,000 Passengers: 0.8
- Miles between Road Calls: 23,955
- Revenue Vehicle Accidents per 100,000 Miles: 4.6
- Preventable Accidents per 100,00 Miles: 0.8

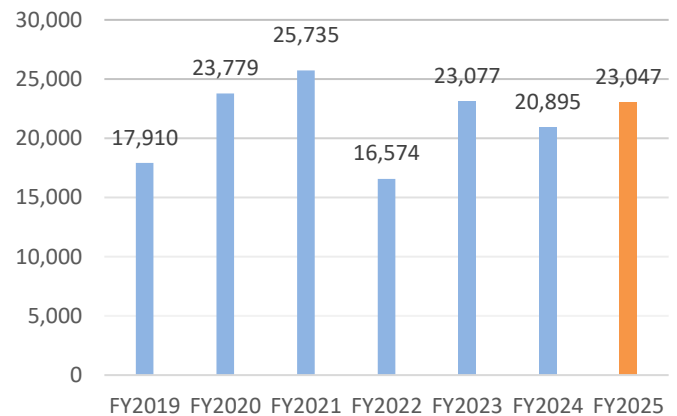
Fixed Route Annual Trends FY 2019 – FY2025

(Notes: 1 - FY2025 is partial year data)

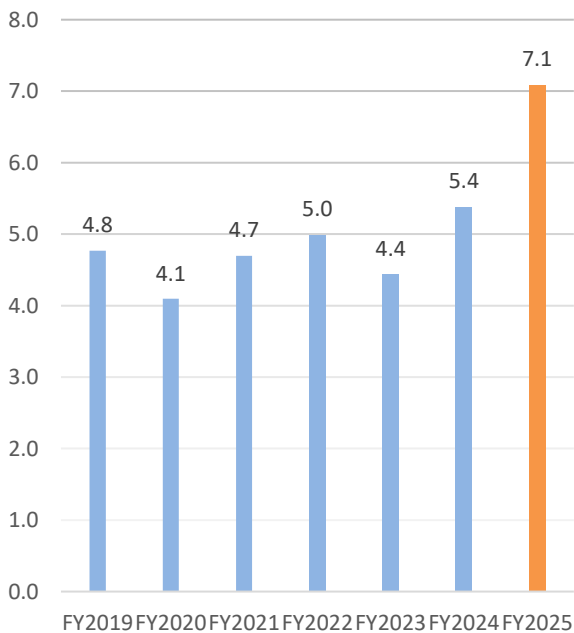
ON TIME PERFORMANCE



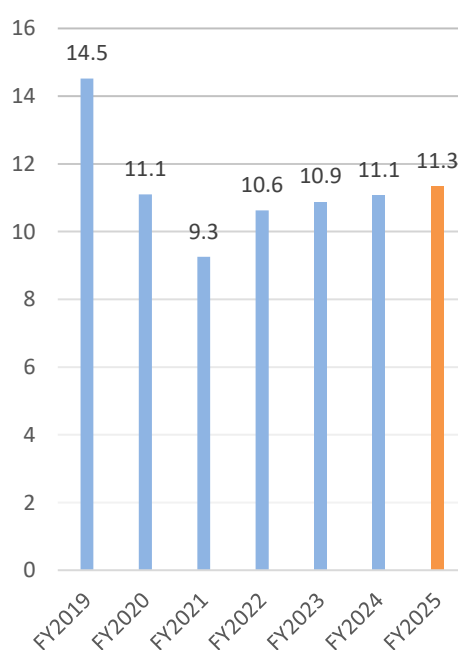
TOTAL MILES B/W ROAD CALLS



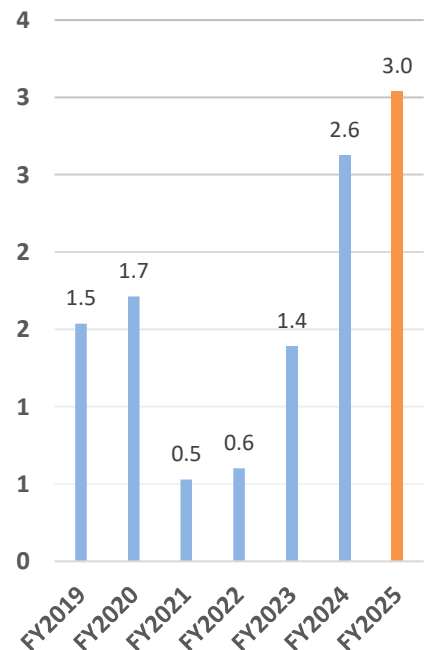
ACCIDENTS PER 100,000 MILES



PASSENGERS PER HOUR



COMPLAINTS PER 100,000 PSGRS



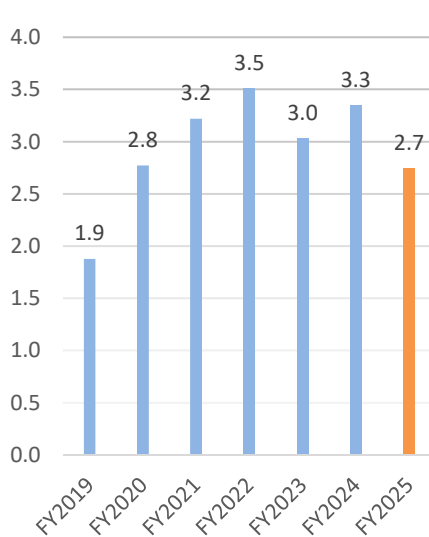
Paratransit Performance:

- Total Passengers: 4,565; Passengers per Hour: 1.7
- No Shows: 209
- On-Time Performance: 81.0%
- Complaints per 1,000 Passengers: 0.0
- Compliments per 1,000 Passengers: 0.0
- Miles between Road Calls: 52,154
- Total Revenue Accidents per 100,000 Miles: 2.1
- Preventable Accidents per 100,000 Miles: 0.0

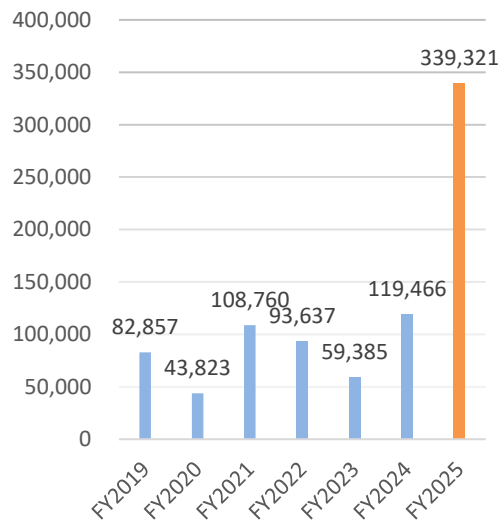
Paratransit Annual Trends - FY2019 – FY2025

(Notes: 1 - FY2025 is partial year data; 2- Effective January 2021, cancelled at door is rolled into No Shows)

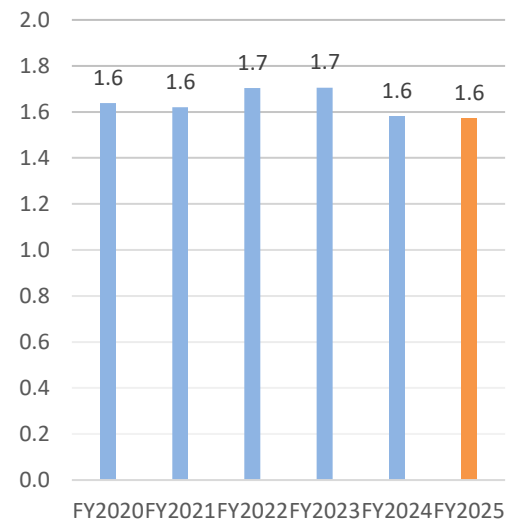
ACCIDENTS PER 100,000 MILES



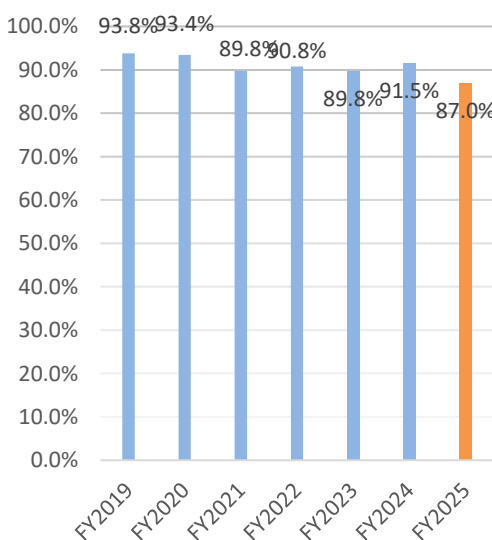
MILES B/W ROAD CALLS



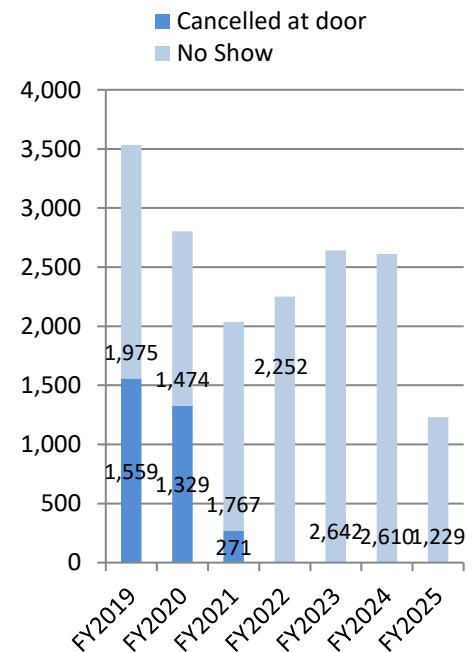
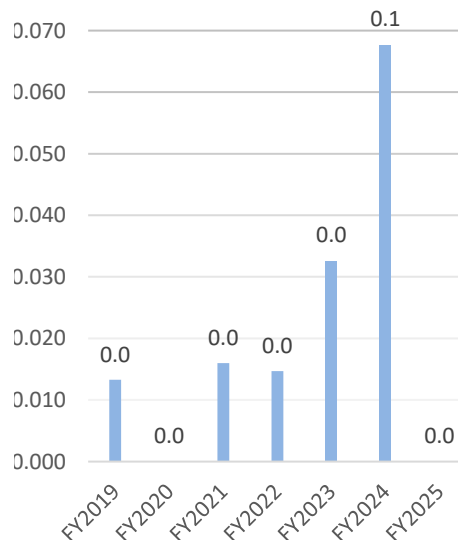
PASSENGERS PER HOUR



ON TIME PERFORMANCE



COMPLAINTS PER 1,000 PASSENGERS



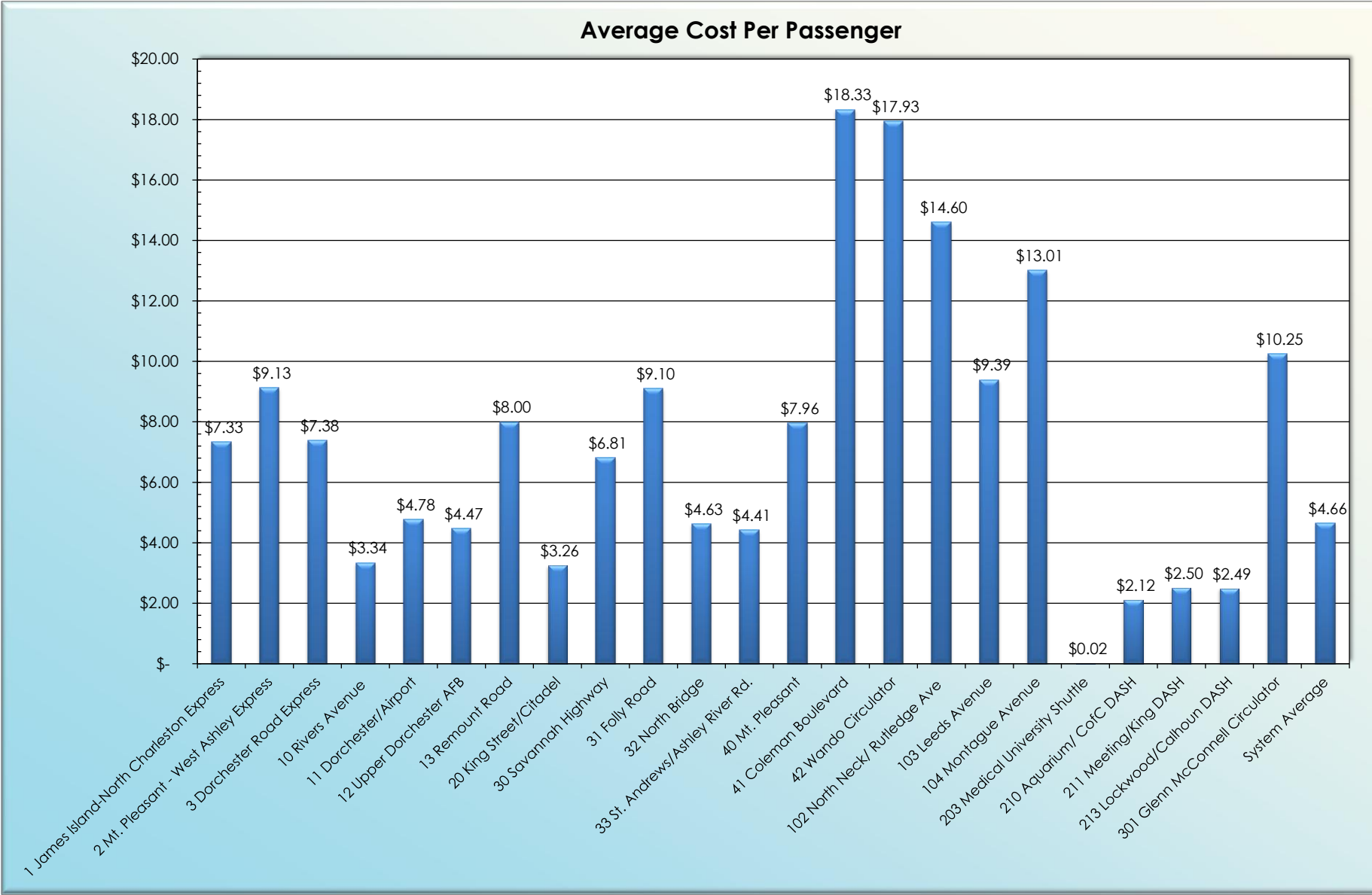
Revenue/Cost/Ridership for the Month of April 2025

Route Name	Farebox Revenue	Pass/Presale Revenue	2024 Revenue	2025 Revenue	Cost of Operation	Hours Operated	Percent Cost Recovered	Cost Per Passenger	Deviation From System Average	Allowable Deviation Under Performance Standards	2024 Passengers Per Hour	2025 Passengers Per Hour	Change from Last Year	Passenger Per Hour Target Under Performance Standards	2024 Ridership	2025 Ridership	Change from Last Year	Change from Last Year	% of Total Ridership
1 James Island-North Charleston Express	\$294.88	\$ 13,319.17	\$ 11,549.28	\$13,614.05	\$ 60,711.60	702.64	22.4%	\$ 7.33	2.33%	-5.00%	8	9	18%	15	5,427	6,424	997	18%	2.46%
2 Mt. Pleasant-West Ashley Express	\$ 498.95	\$ 10,274.82	\$ 7,173.56	\$ 10,773.77	\$ 59,146.81	684.53	18.2%	\$ 9.13	-1.87%	-5.00%	6	8	24%	15	4,341	5,299	959	22%	2.03%
3 Dorchester Rd-Summerville Express	\$571.96	\$ 8,445.00	\$ 5,898.36	\$9,016.96	\$ 40,977.57	474.25	22.0%	\$ 7.38	1.92%	-5.00%	8	9	14%	15	3,879	4,331	451	12%	1.66%
4 Airport Express	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-	-	-5.00%	-	-	-	15	-	-	-	-	0.00%
7 HOP Shuttle (Hospitality on Peninsula)	\$ -	\$ -	\$ -	\$ -	\$ -	-	-	-	-	-15.00%	-	-	-	10	-	-	-	-	0.00%
10 Rivers Avenue	\$ 32,237.55	\$ 18,145.91	\$ 48,703.13	\$ 50,383.46	\$ 237,049.49	2,743.47	21.3%	\$ 3.34	1.17%	-10.00%	15	20	38%	20	41,056	55,898	14,841	36%	21.43%
11 Dorchester Rd/Airport	\$ 8,716.98	\$ 5,974.60	\$ 13,898.59	\$ 14,691.58	\$ 102,625.80	1,187.73	14.3%	\$ 4.78	-5.77%	-10.00%	11	15	42%	20	12,954	18,404	5,450	42%	7.06%
12 Upper Dorch/Ashley Phosphate Rd	\$ 10,782.97	\$ 6,781.75	\$ 18,560.21	\$ 17,564.72	\$ 111,038.19	1,285.09	15.8%	\$ 4.47	-4.27%	-10.00%	13	16	30%	20	16,249	20,891	4,642	29%	8.01%
13 Remount Road	\$ 3,714.38	\$ 2,500.80	\$ 6,965.64	\$ 6,215.18	\$ 67,822.73	784.94	9.2%	\$ 8.00	-10.93%	-10.00%	8	10	23%	20	6,663	7,704	1,041	16%	2.95%
20 King Street/Meeting St	\$ -	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 55,825.40	646.09	10.7%	\$ 3.26	-9.34%	-10.00%	18	24	34%	20	11,487	15,306	3,819	33%	5.87%
30 Savannah Highway	\$ 3,866.91	\$ 2,389.25	\$ 4,754.63	\$ 6,256.16	\$ 56,370.61	652.40	11.1%	\$ 6.81	-8.99%	-10.00%	7	11	64%	20	4,529	7,360	2,831	62%	2.82%
31 Folly Road	\$ 3,090.46	\$ 2,321.61	\$ 4,324.37	\$ 5,412.07	\$ 70,481.41	815.71	7.7%	\$ 9.10	-12.41%	-15.00%	5	9	67%	10	4,458	7,152	2,694	60%	2.74%
32 North Bridge	\$ 5,913.57	\$ 4,319.33	\$ 8,190.97	\$ 10,232.90	\$ 71,875.13	831.84	14.2%	\$ 4.63	-5.85%	-10.00%	10	16	63%	20	8,351	13,305	4,955	59%	5.10%
33 St. Andrews/Ashley River Rd	\$ 5,785.24	\$ 3,887.78	\$ 9,466.35	\$ 9,673.02	\$ 62,543.39	723.84	15.5%	\$ 4.41	-4.62%	-10.00%	13	17	23%	20	9,820	11,976	2,156	22%	4.59%
40 Mt. Pleasant	\$ 2,773.60	\$ 2,148.61	\$ 4,740.65	\$ 4,922.21	\$ 57,589.79	666.51	8.5%	\$ 7.96	-11.54%	-10.00%	7	10	52%	20	4,400	6,619	2,219	50%	2.54%
41 Coleman Boulevard	\$ 962.65	\$ 561.62	\$ 1,227.71	\$ 1,524.27	\$ 33,231.36	384.60	4.6%	\$ 18.33	-15.50%	-10.00%	3	4	56%	20	1,108	1,730	622	56%	0.66%
42 Wando Circulator	\$ 673.38	\$ 534.96	\$ 1,029.70	\$ 1,208.34	\$ 30,756.72	355.96	3.9%	\$ 17.93	-16.16%	-15.00%	2	5	90%	10	881	1,648	767	87%	0.63%
102 North Neck/ Rutledge Ave	\$ 1,039.00	\$ 881.30	\$ 1,923.07	\$ 1,920.30	\$ 41,548.70	480.86	4.6%	\$ 14.60	-15.47%	-15.00%	5	6	10%	10	2,545	2,715	169	7%	1.04%
103 Leeds Avenue	\$ 667.61	\$ 473.17	\$ 922.99	\$ 1,140.78	\$ 14,826.23	171.59	7.7%	\$ 9.39	-12.39%	-15.00%	6	8	35%	10	1,126	1,458	331	29%	0.56%
104 Montague Avenue	\$ 1,190.01	\$ 1,471.54	\$ 2,625.53	\$ 2,661.55	\$ 61,640.45	713.39	4.3%	\$ 13.01	-15.77%	-10.00%	3	6	82%	10	2,660	4,533	1,873	70%	1.74%
203 Medical Shuttle	\$ -	\$ 42,475.00	\$ 43,027.34	\$ 42,475.00	\$ 42,811.08	495.47	99.2%	\$ 0.02	79.13%	-10.00%	33	30	-8%	10	16,922	15,091	(1,831)	-11%	5.79%
210 Aquarium/ CofC DASH	\$ -	\$ 46,218.89	\$ 42,791.44	\$ 46,218.89	\$ 69,704.63	806.72	66.3%	\$ 2.12	46.22%	-15.00%	13	14	3%	10	10,753	11,084	331	3%	4.25%
211 Meeting/King DASH	\$ -	\$ 28,595.89	\$ 25,791.44	\$ 28,595.89	\$ 102,274.13	1,183.66	28.0%	\$ 2.50	7.87%	-15.00%	26	25	-5%	10	26,955	29,415	2,460	9%	11.28%
213 Lockwood/Calhoun DASH	\$ 30.04	\$ 12,595.89	\$ 9,791.44	\$ 12,625.93	\$ 36,443.90	421.78	34.6%	\$ 2.49	14.56%	-15.00%	21	23	9%	10	8,869	9,556	687	8%	3.66%
301 Glenn McConnell Circulator	\$ 1,166.70	\$ 951.54	\$ 2,235.12	\$ 2,118.24	\$ 32,157.34	372.17	6.6%	\$ 10.25	-13.50%	-15.00%	6	8	24%	10	2,449	2,931	482	20%	1.12%
TOTAL	\$83,976.84	\$ 221,268.40	\$ 281,591.53	\$305,245.24	\$ 1,519,452.46	17,585.24	20.1%	\$ 4.66			11.7	14.8	27%		207,882	260,829	52,947	25.5%	100.0%

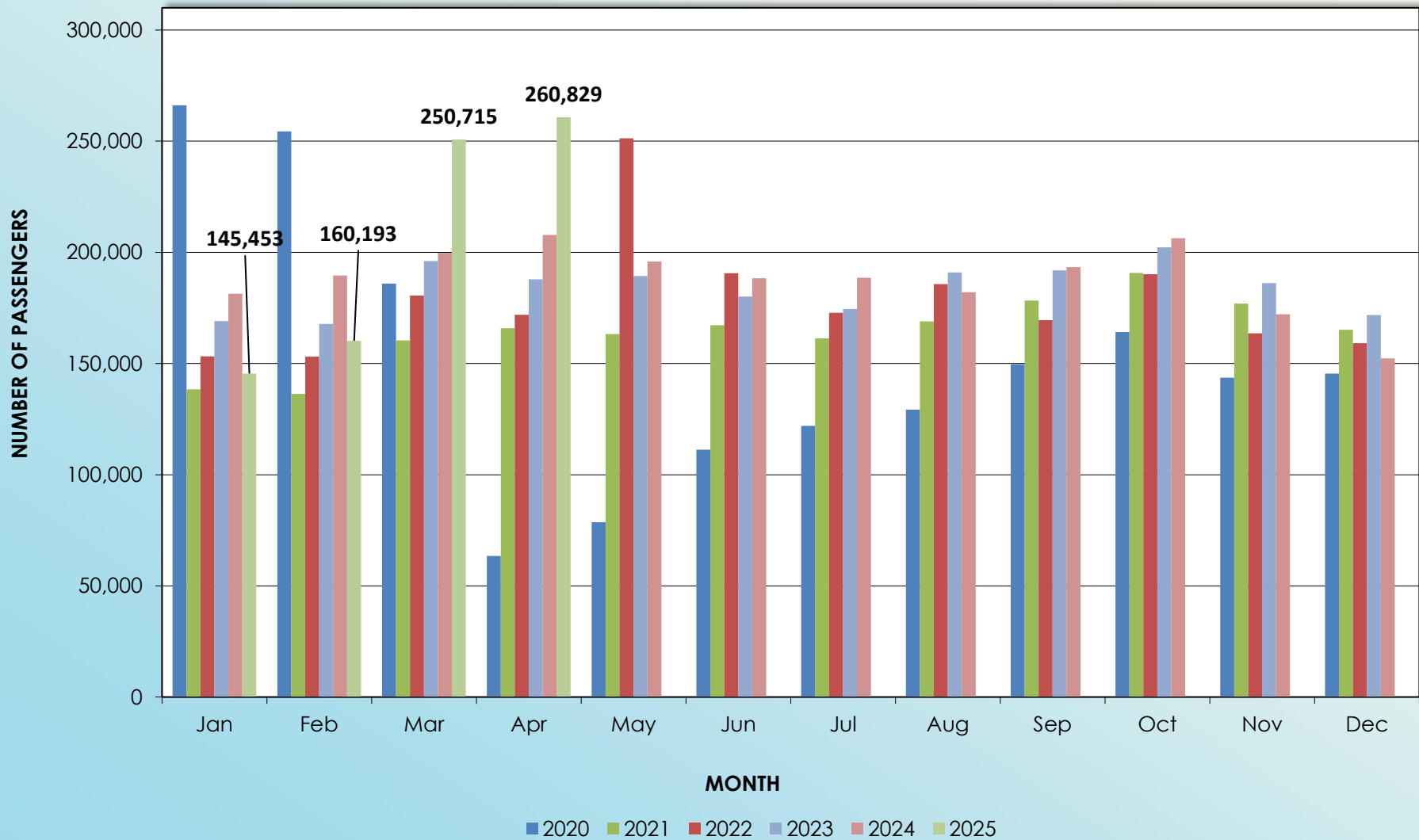
	NOT meeting Revenue Recovery Standards
	Meeting Passenger Per Hour Standards
	NOT Meeting Passenger Per Hour Standards

Revenue/Cost/Ridership for the Month of April 2025

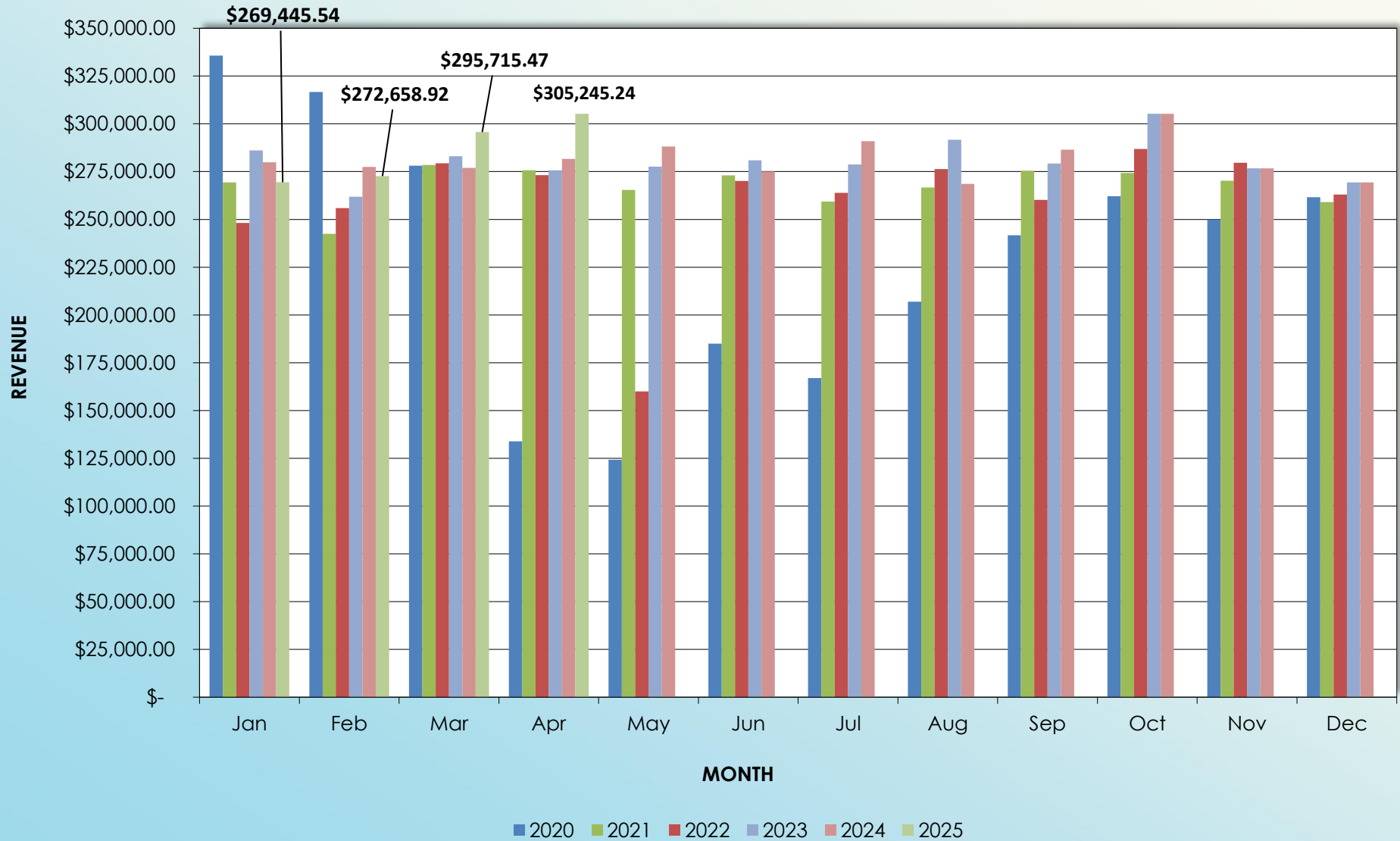
Route Name	Average Cost Per Passenger
1 James Island-North Charleston Express	\$ 7.33
2 Mt. Pleasant - West Ashley Express	\$ 9.13
3 Dorchester Road Express	\$ 7.38
4 Airport Express	-
7 HOP Shuttle (Hospitality on Peninsula)	-
10 Rivers Avenue	\$ 3.34
11 Dorchester/Airport	\$ 4.78
12 Upper Dorchester AFB	\$ 4.47
13 Remount Road	\$ 8.00
20 King Street/Citadel	\$ 3.26
30 Savannah Highway	\$ 6.81
31 Folly Road	\$ 9.10
32 North Bridge	\$ 4.63
33 St. Andrews/Ashley River Rd.	\$ 4.41
40 Mt. Pleasant	\$ 7.96
41 Coleman Boulevard	\$ 18.33
42 Wando Circulator	\$ 17.93
102 North Neck/ Rutledge Ave	\$ 14.60
103 Leeds Avenue	\$ 9.39
104 Montague Avenue	\$ 13.01
203 Medical University Shuttle	\$ 0.02
210 Aquarium/ CofC DASH	\$ 2.12
211 Meeting/King DASH	\$ 2.50
213 Lockwood/Calhoun DASH	\$ 2.49
301 Glenn McConnell Circulator	\$ 10.25
System Average	\$ 4.66



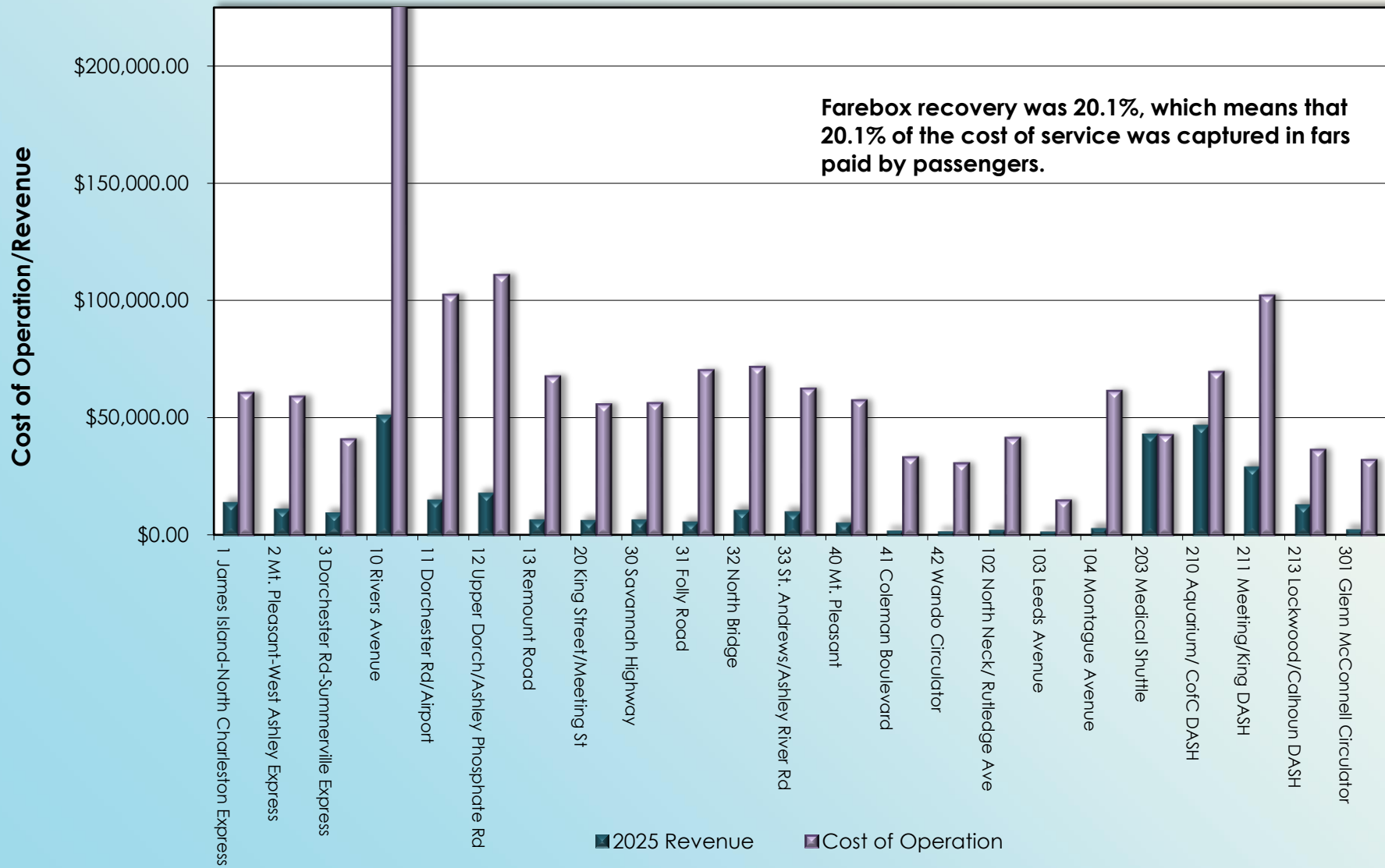
Fixed Route Ridership



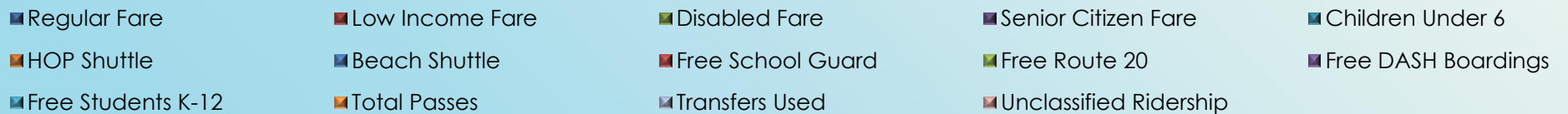
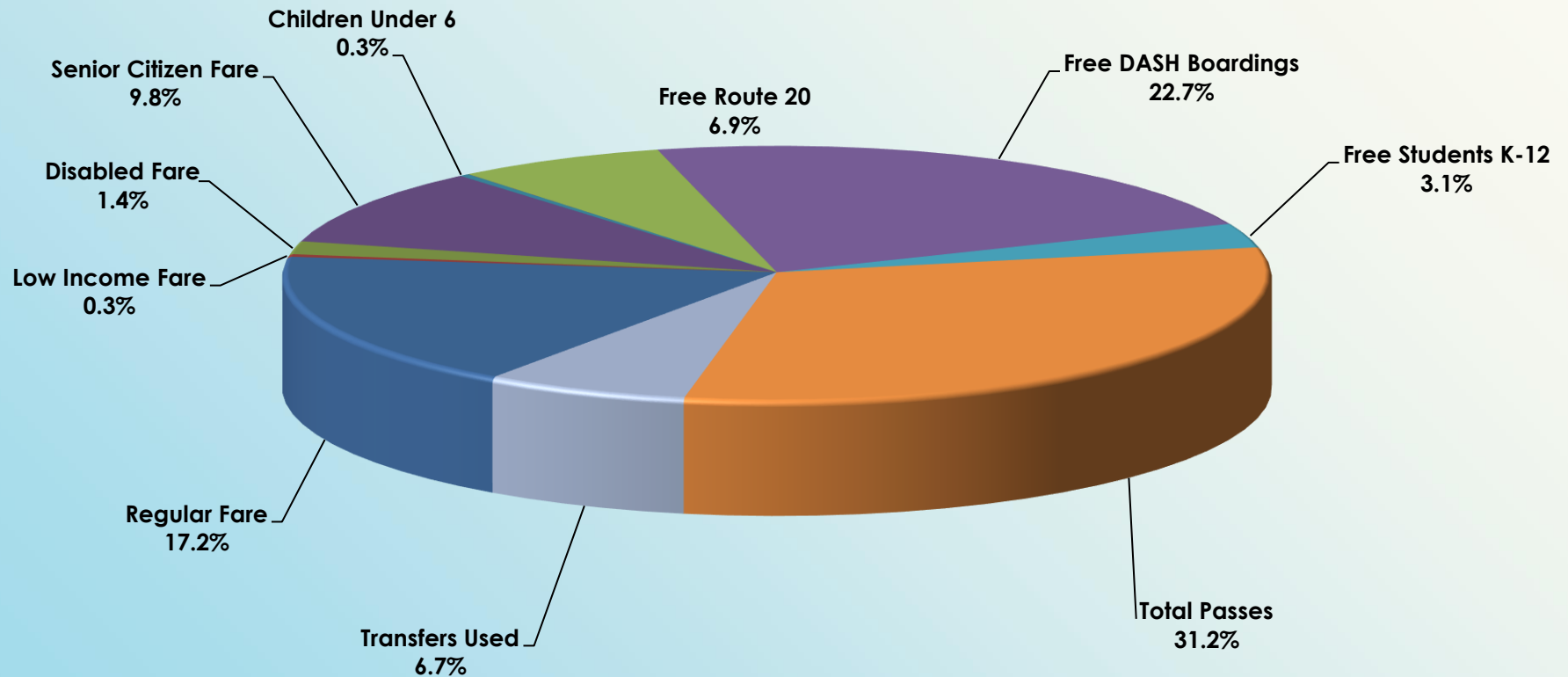
Fixed Route Revenue



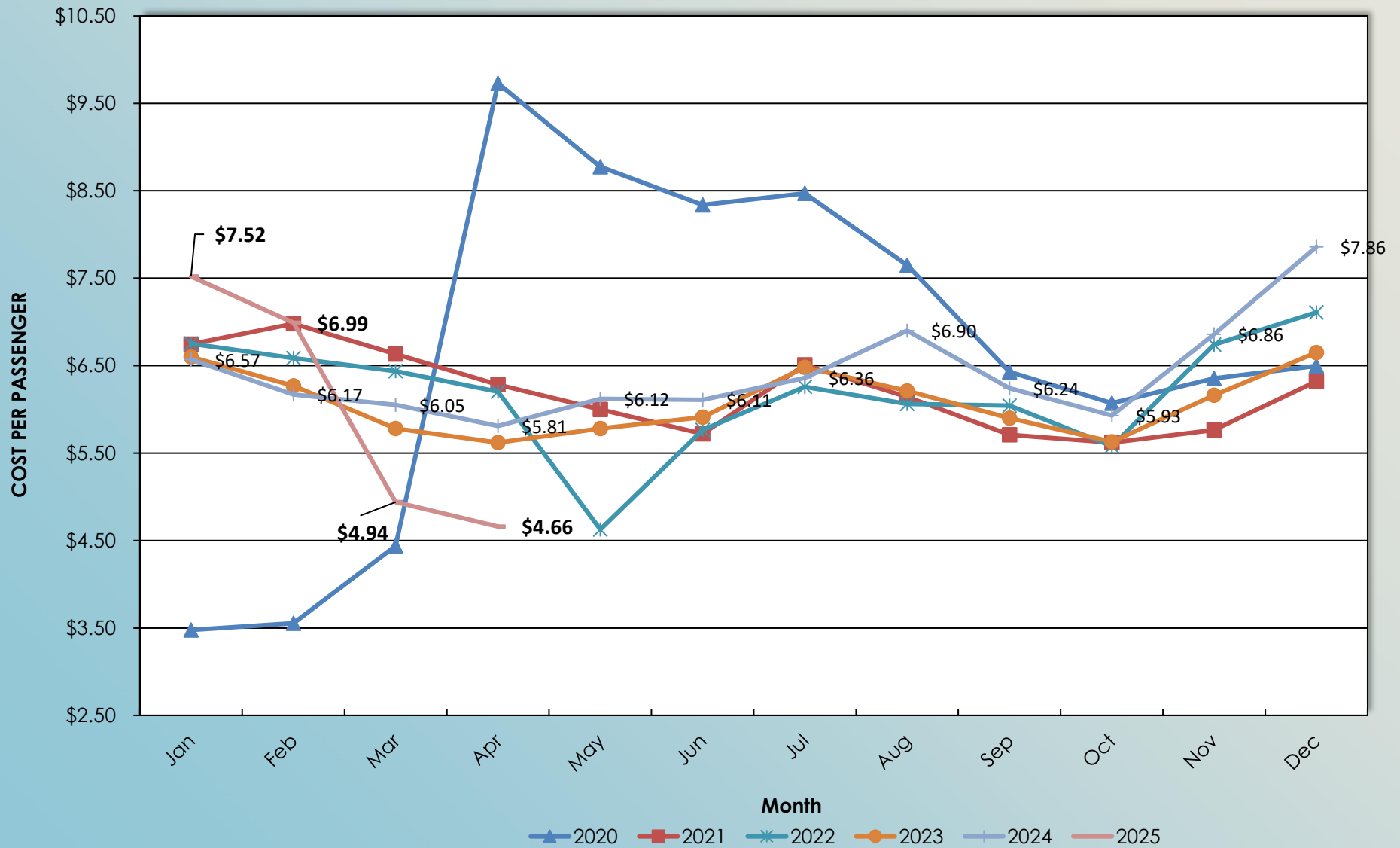
Revenue & Cost by Route April 2025



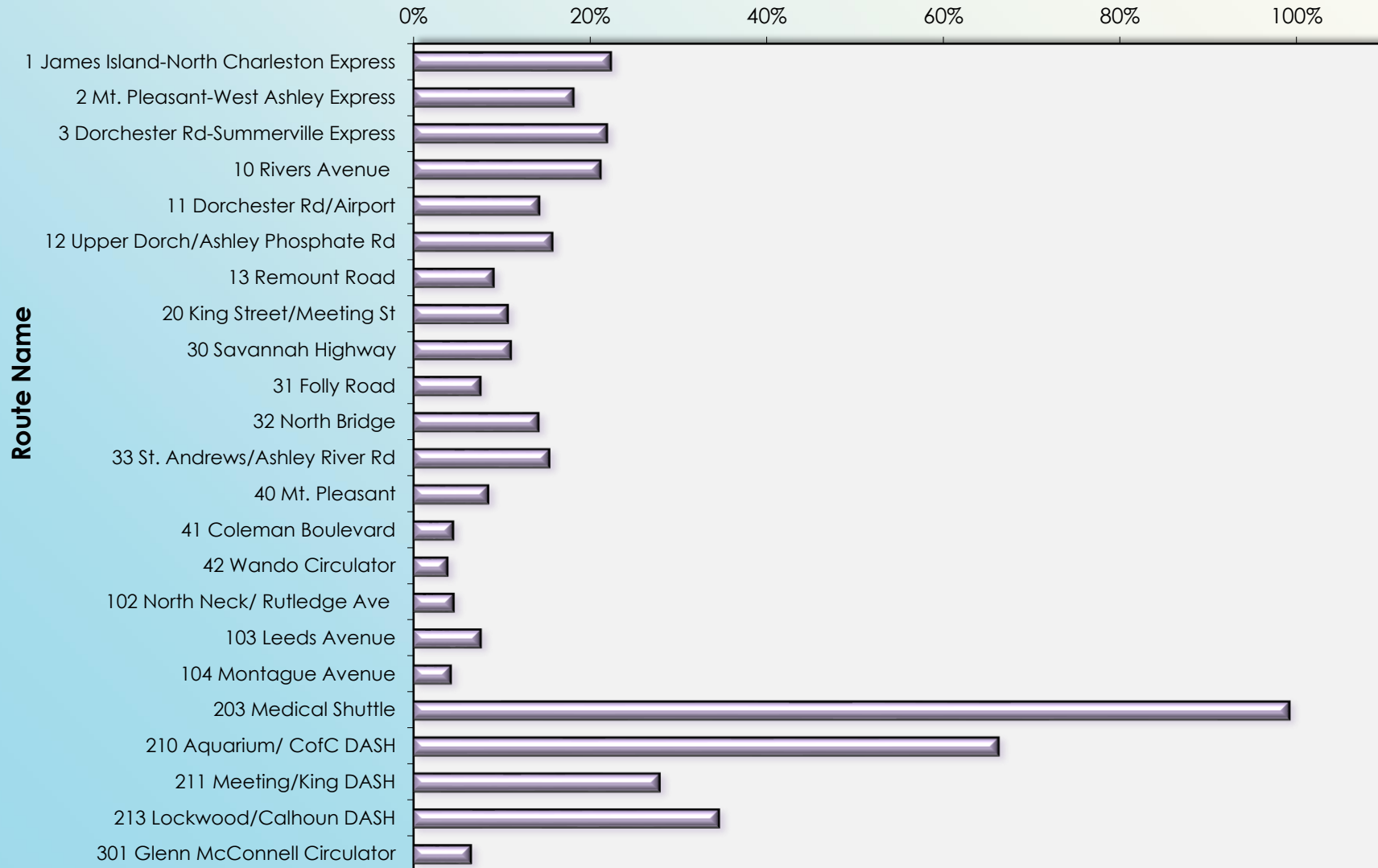
Ridership by Fare Type April 2025



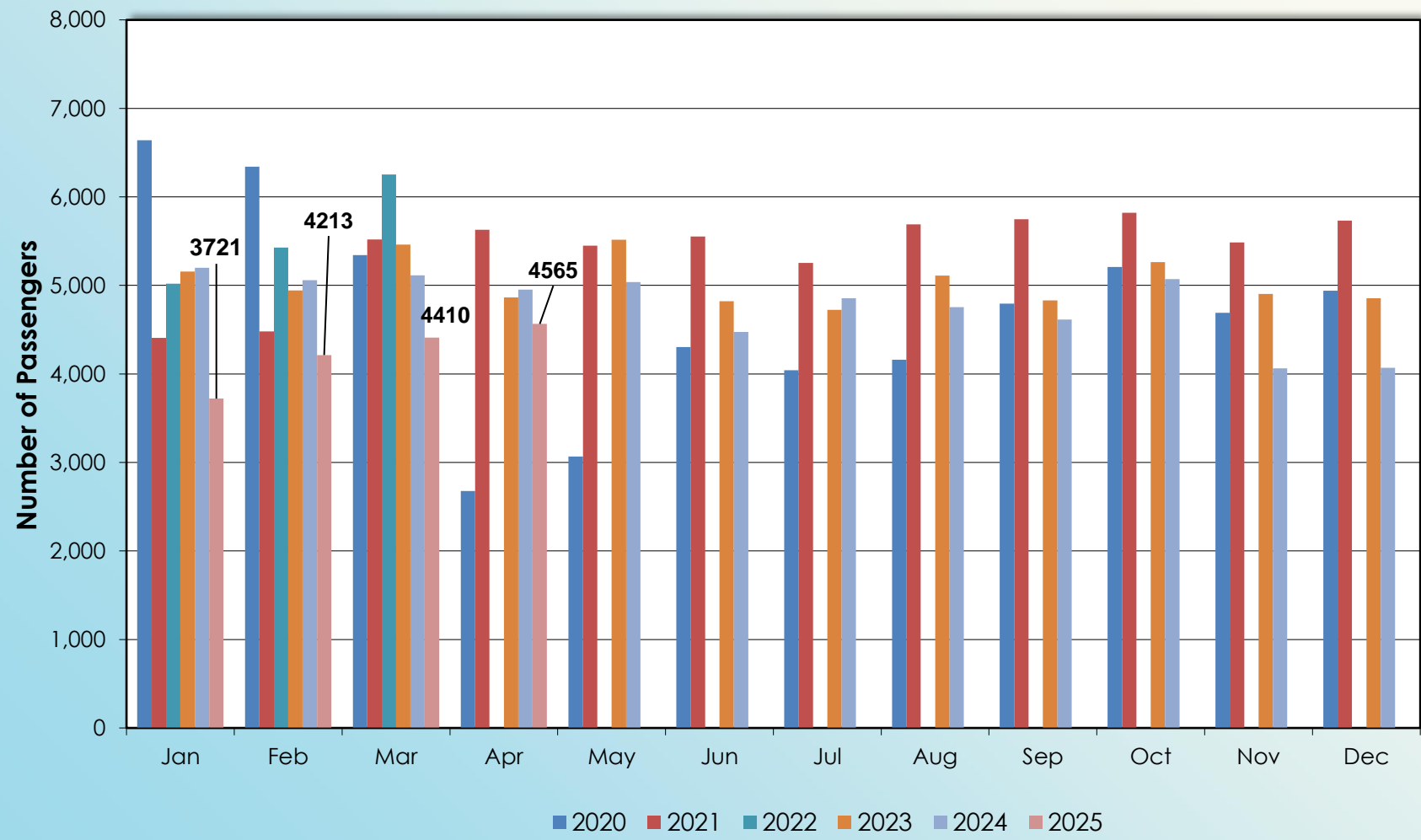
Fixed Route Cost Per Passenger



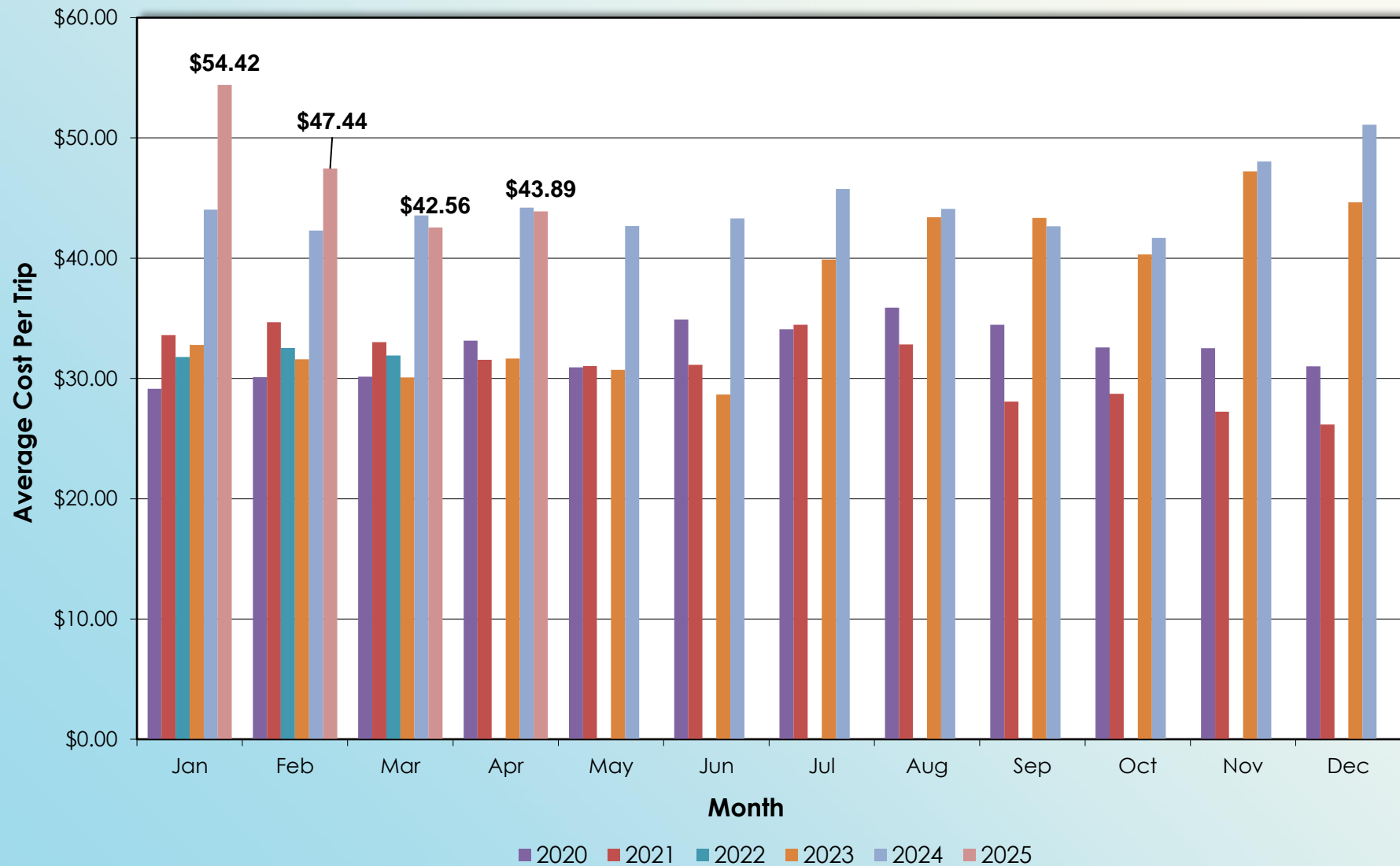
Percent Cost Recovered by Route April 2025



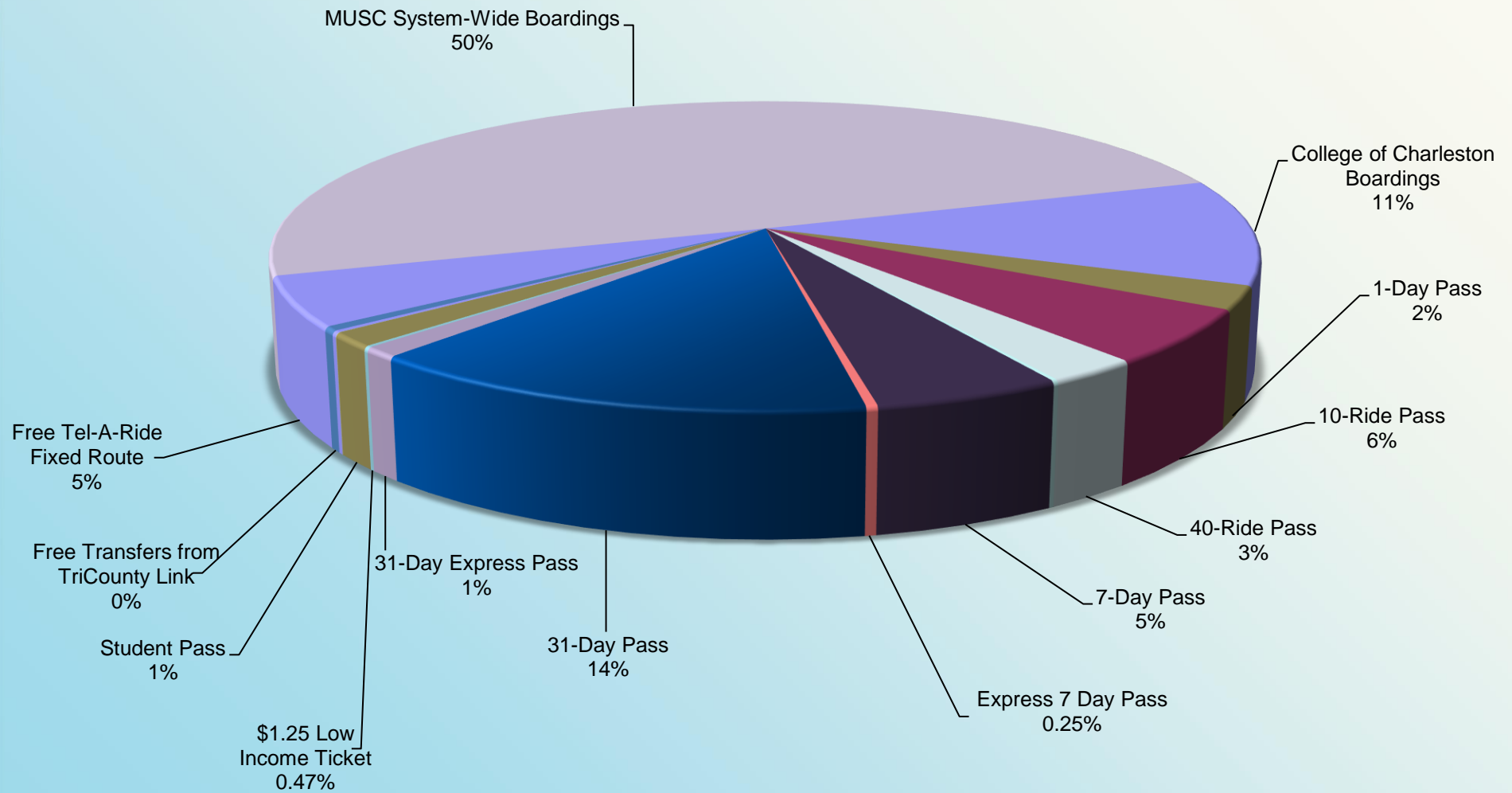
Tel-A-Ride Ridership



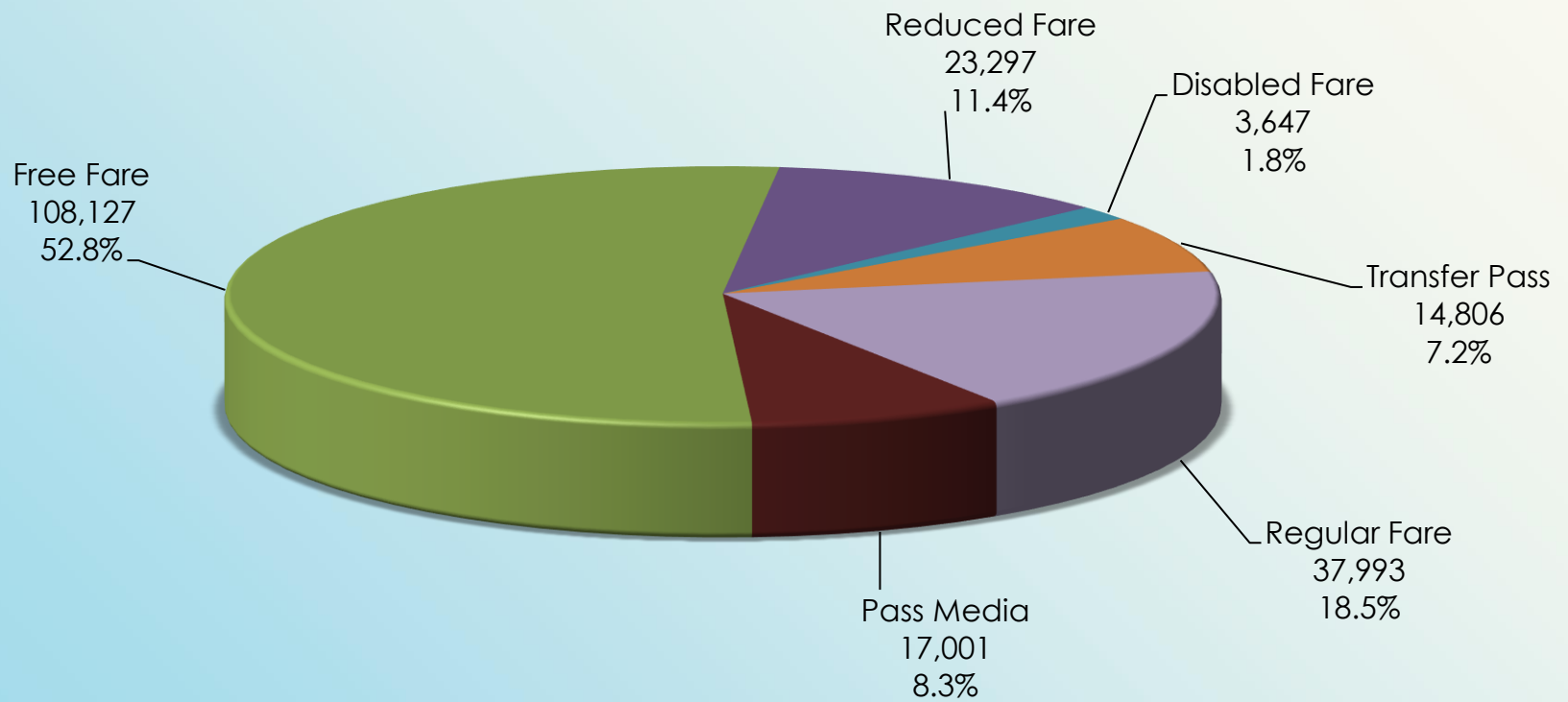
Average Cost Per One-Way Paratransit Trip



Pass Use by Type April 2025



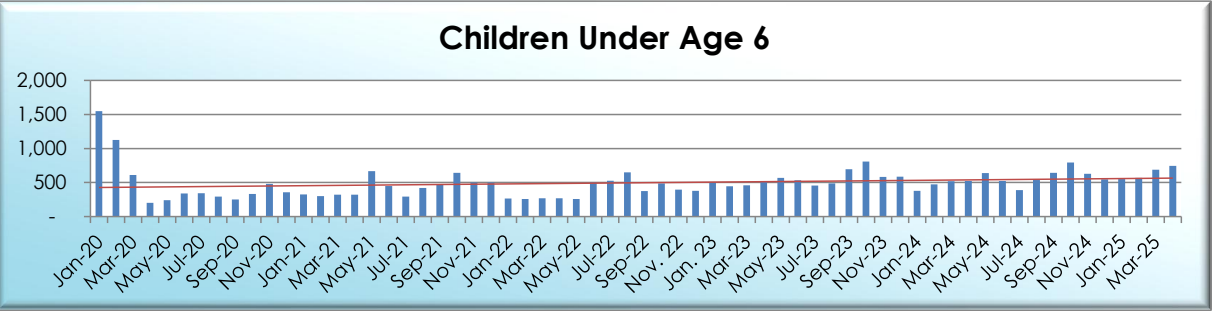
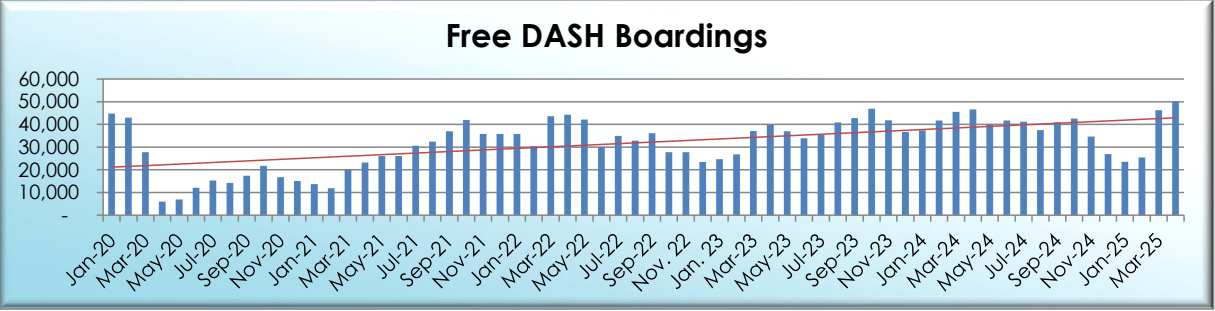
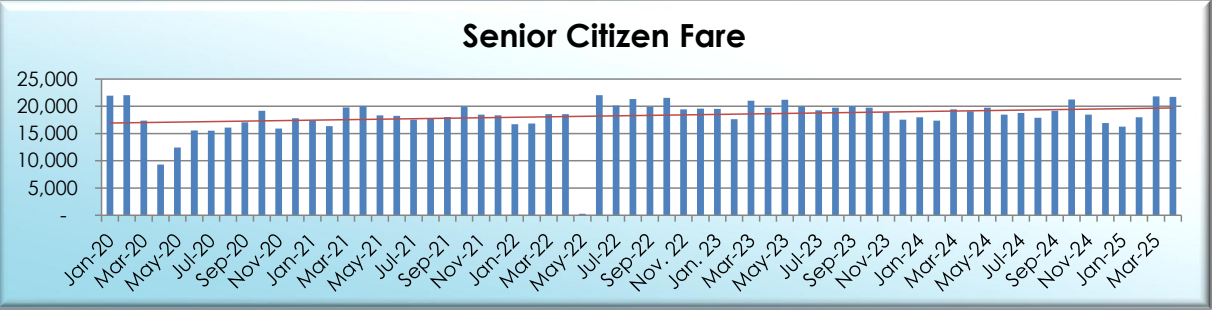
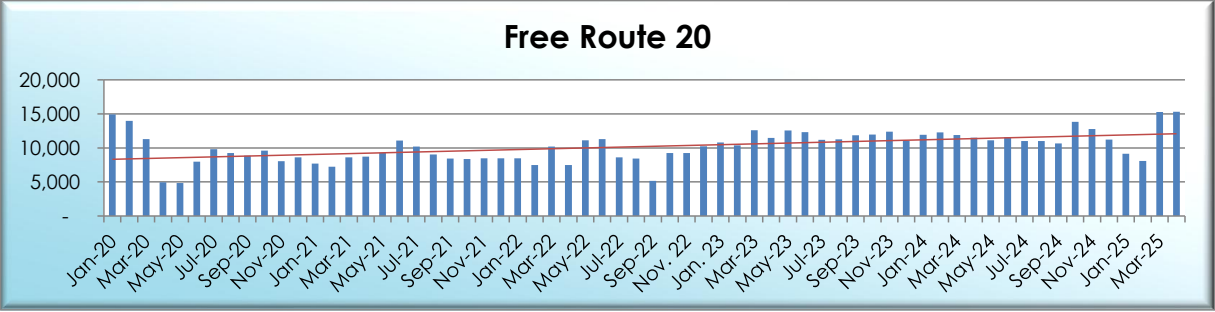
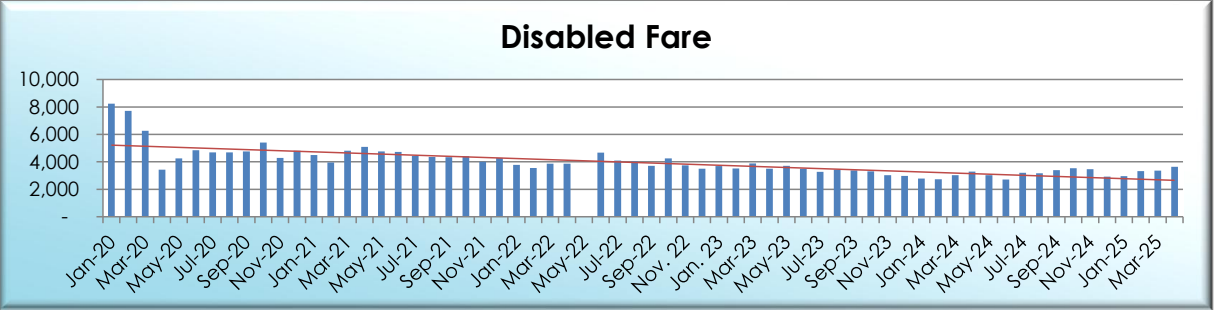
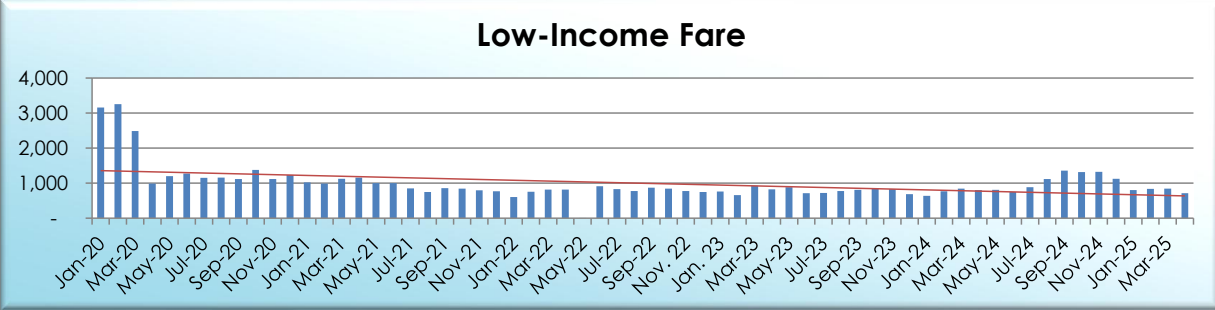
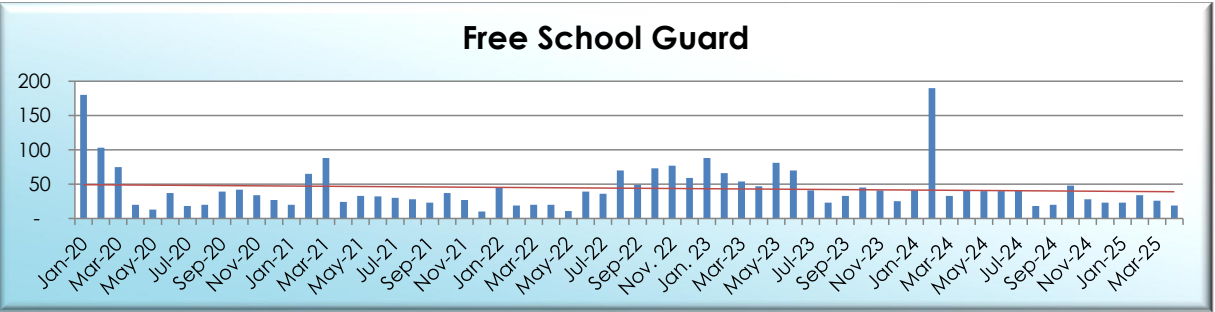
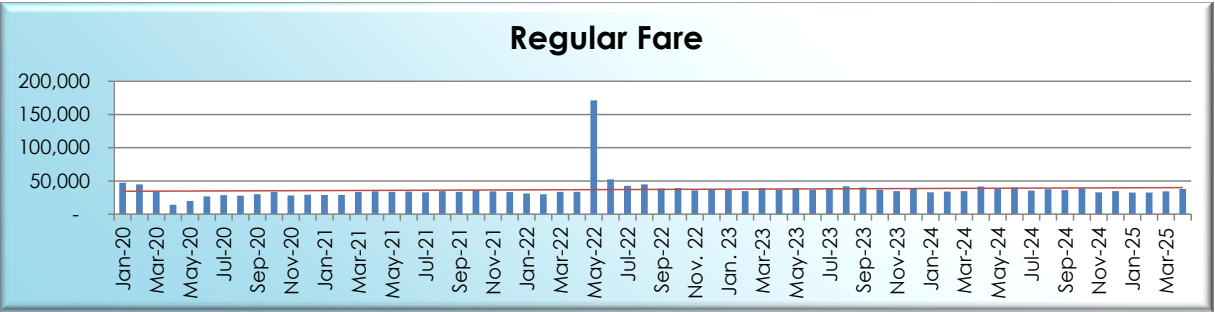
Ridership by Customer Type April 2025



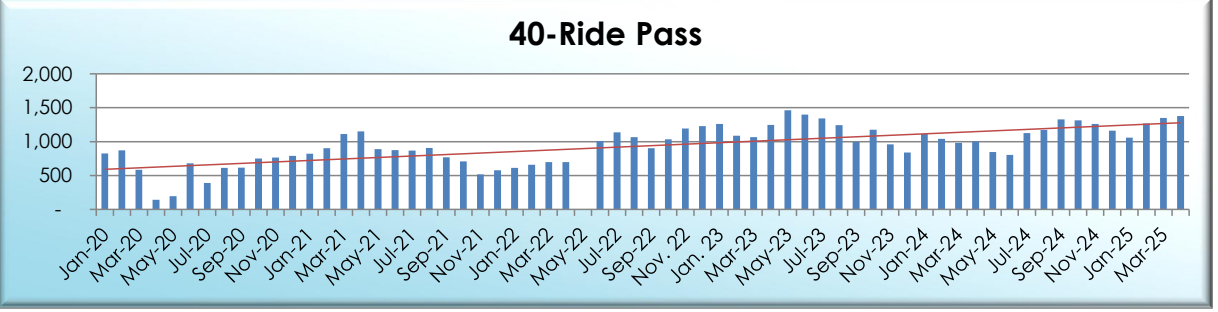
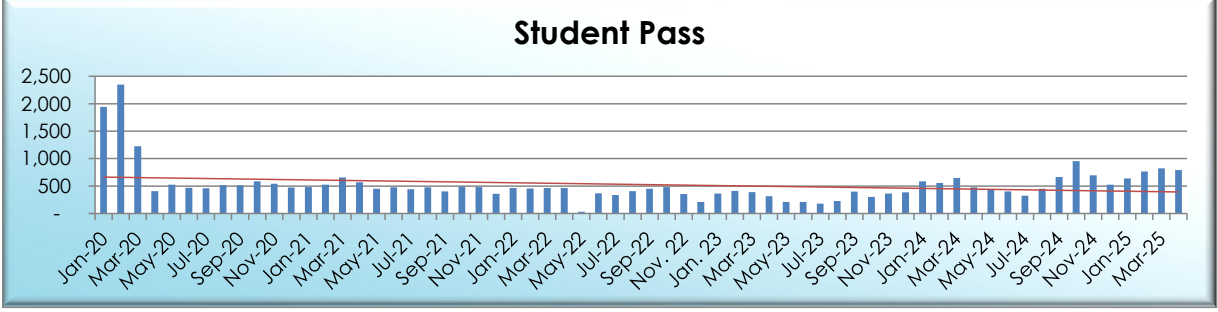
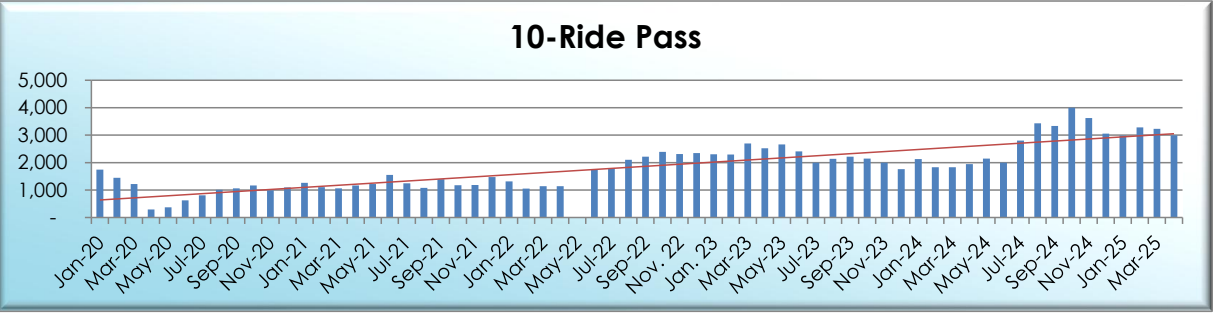
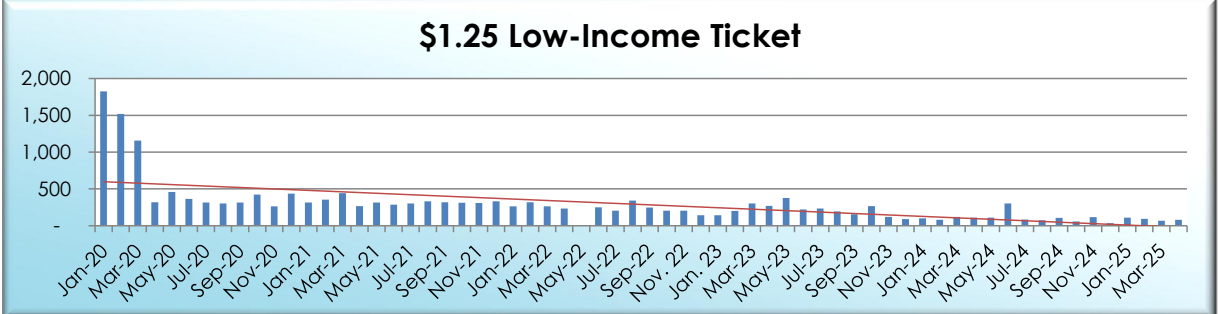
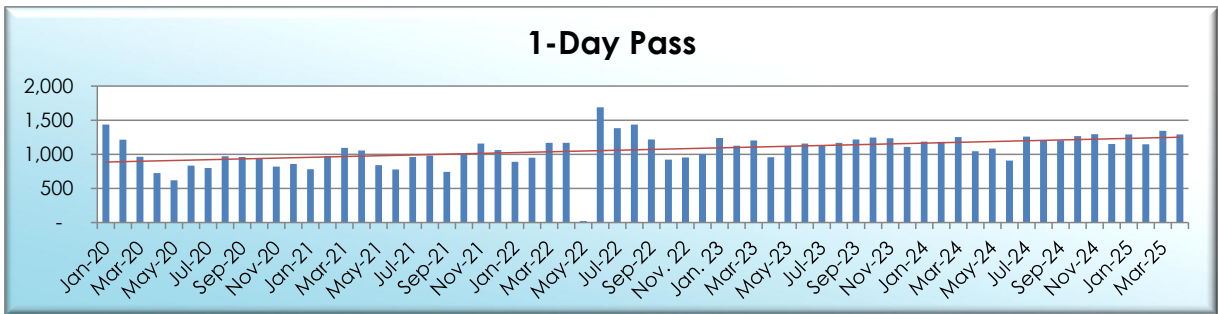
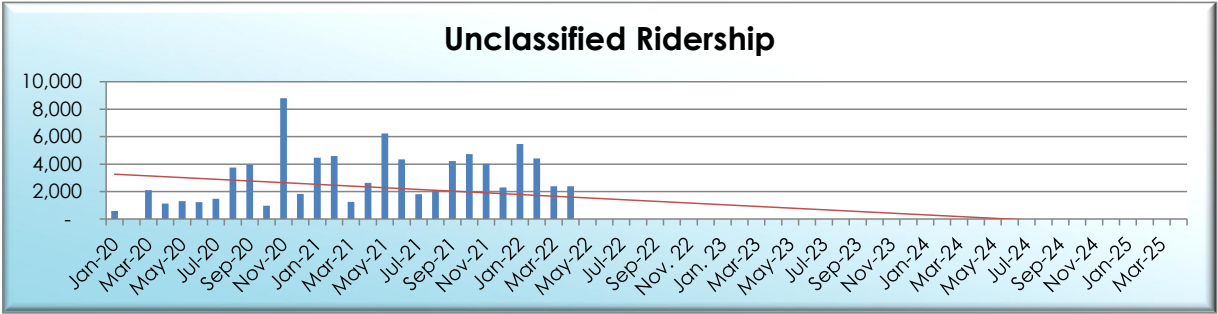
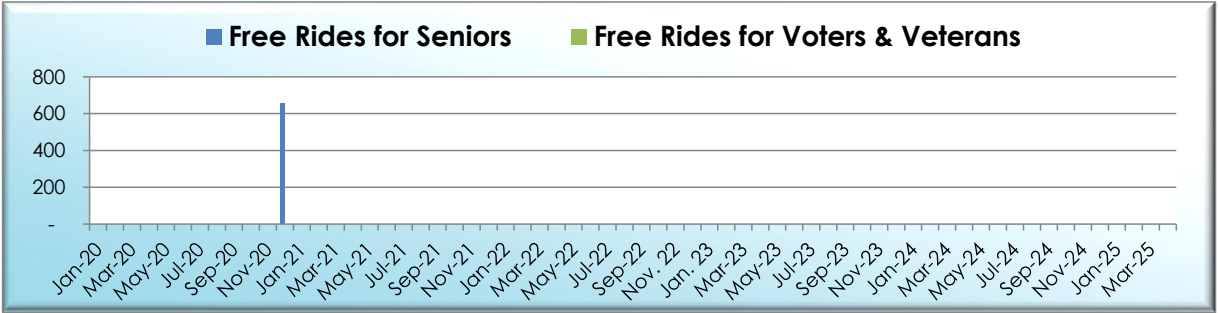
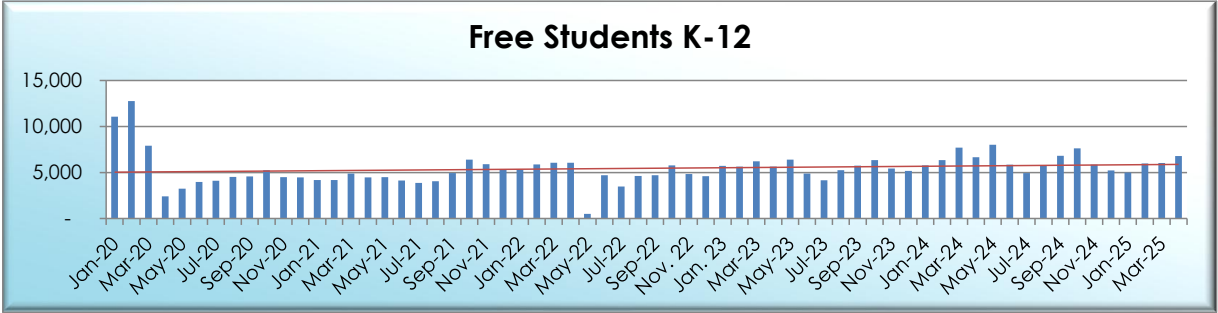
Regular Fare Pass Media Free Fare Reduced Fare Disabled Fare Transfer Pass

Ridership Classification for April 2025		
Type of Fare		
Regular Fare	37,993	14.57%
Low Income Fare	713	0.27%
Disabled Fare	3,647	1.40%
Senior Citizen Fare	21,713	8.32%
Children Under 6	744	0.29%
HOP Shuttle	0	0.00%
Beach Shuttle	0	0.00%
Free School Guard	19	0.01%
Free Route 20	15,306	5.87%
Free DASH Boardings	50,055	19.19%
Free Students K-12	6,797	2.61%
Subtotal	177,318	67.98%
Type of Pass		
1-Day Pass	1,290	0.49%
10-Ride Pass	2,996	1.15%
40-Ride Pass	1,378	0.53%
3-Day Pass	81	0.03%
7-Day Pass	2,807	1.08%
7-Day Express Pass	170	0.07%
31-Day Pass	7,617	2.92%
31-Day Express Pass	558	0.21%
\$1.25 Low Income Ticket	81	0.03%
Student Pass	790	0.30%
1-Ride Courtesy Pass	7	0.00%
1-Ride Pass	104	0.04%
Free Transfers from TriCounty Link	237	0.09%
Free Tel-A-Ride Fixed Route	2,752	1.06%
MUSC System-Wide Boardings	26,322	10.09%
College of Charleston Boardings	5,888	2.26%
Total Passes	68,705	26.34%
Transfers		
Issued	26,901	
Transfers Used	14,806	5.68%
Wheelchair Count	211	
Unclassified Ridership	0	0.00%
Total Ridership	260,829	100.00%

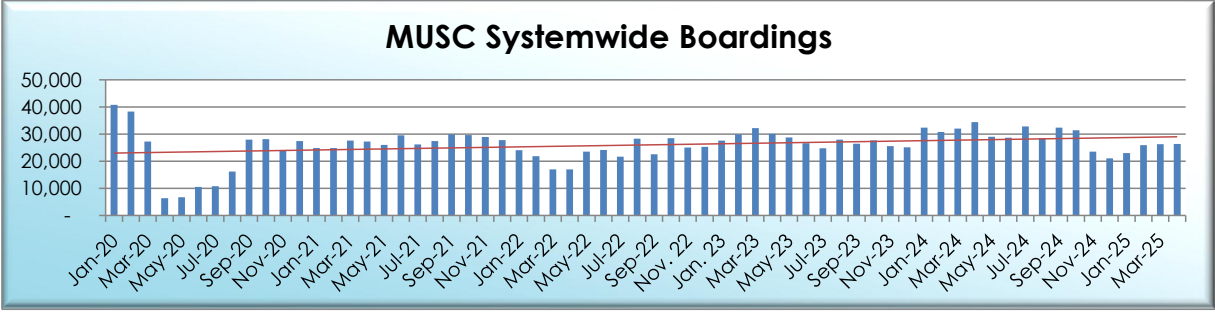
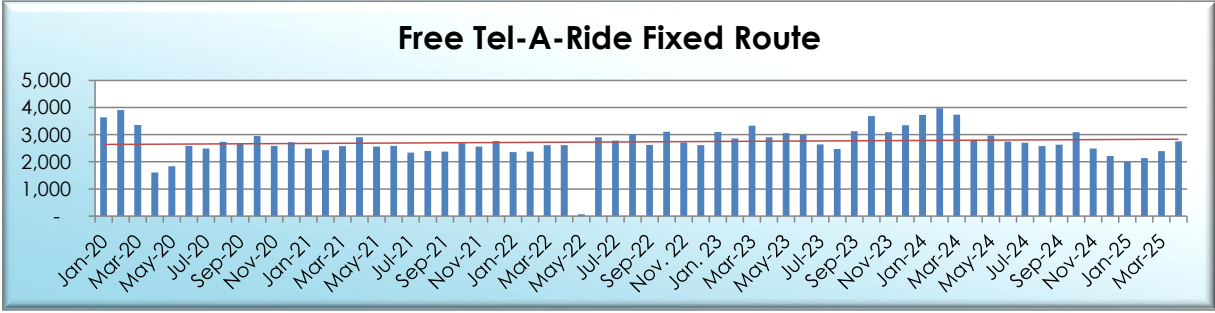
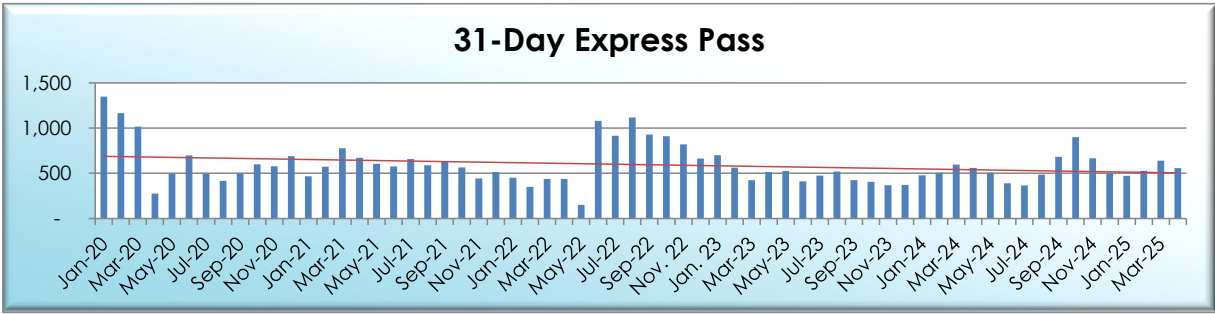
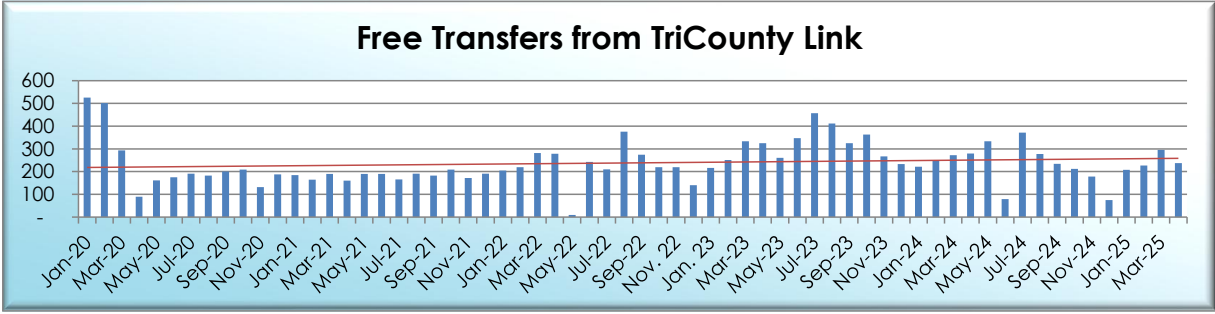
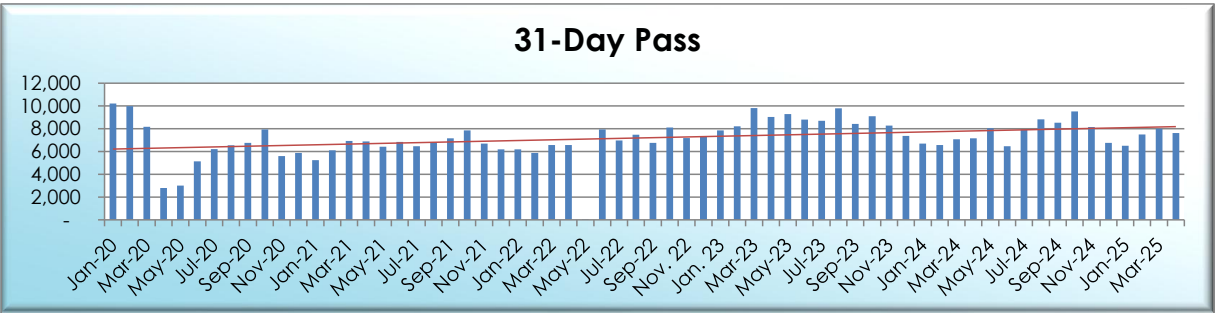
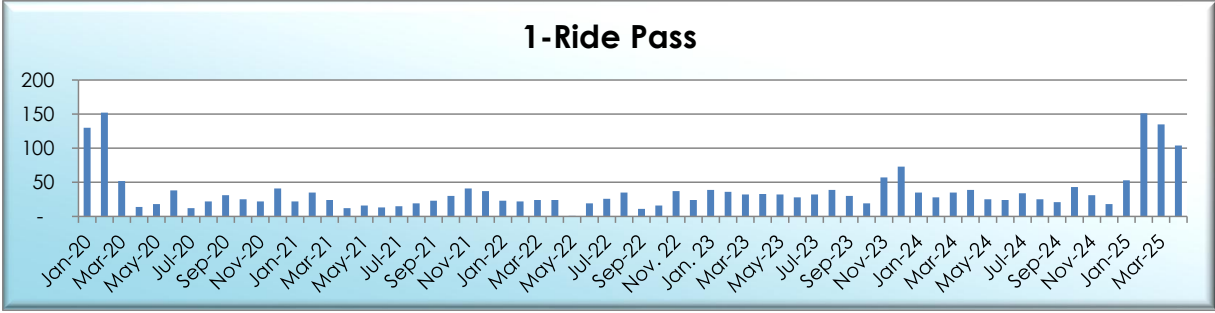
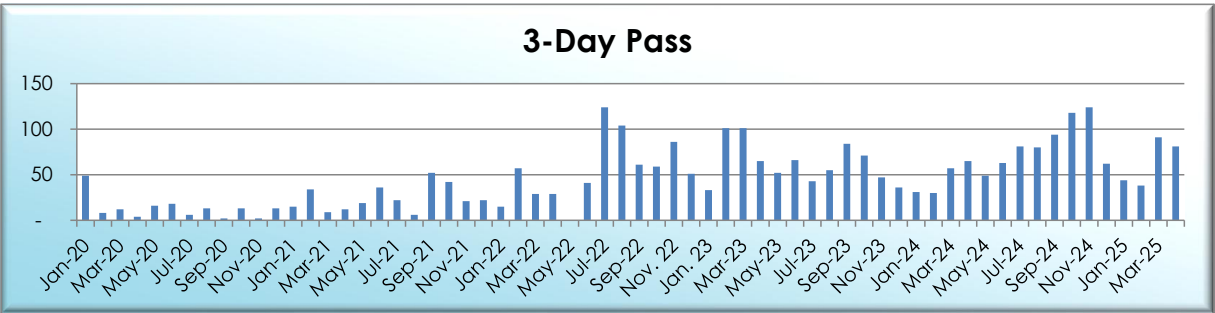
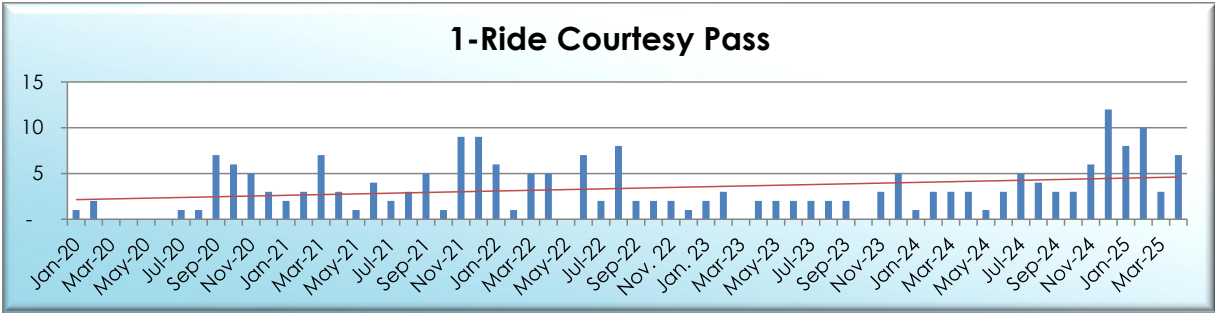
Classification History



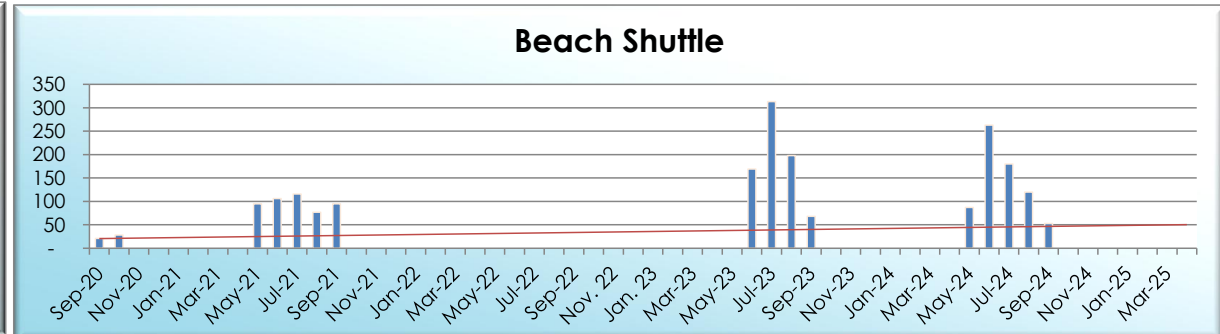
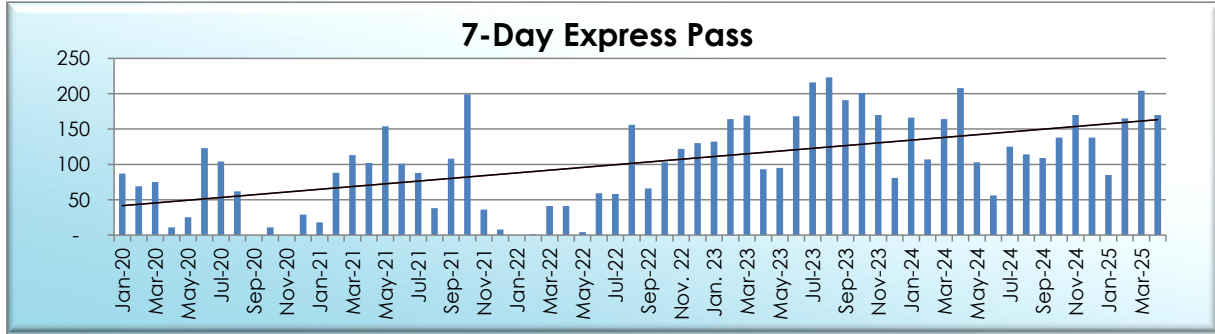
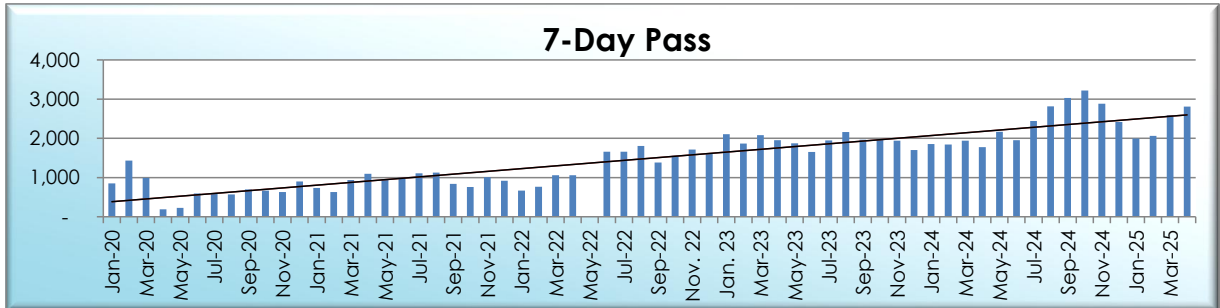
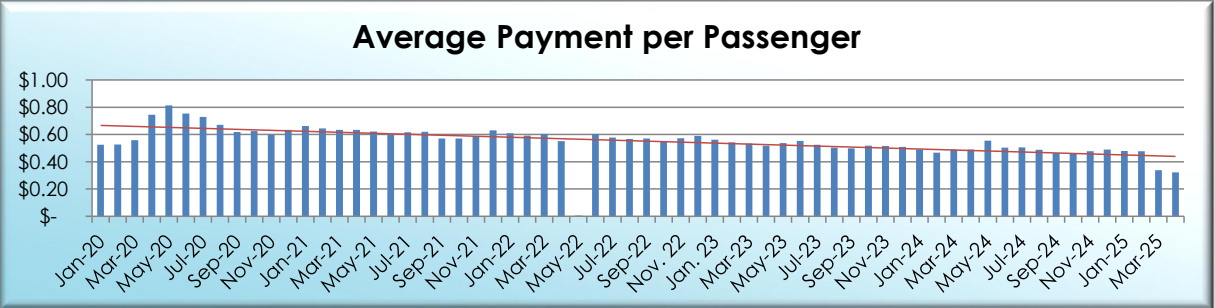
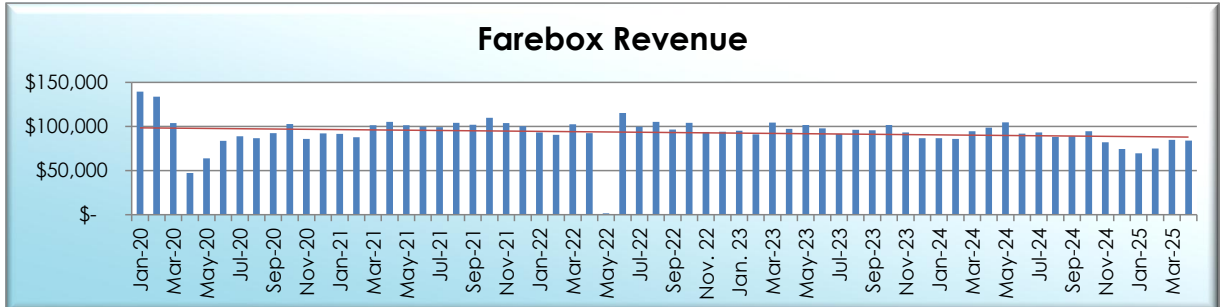
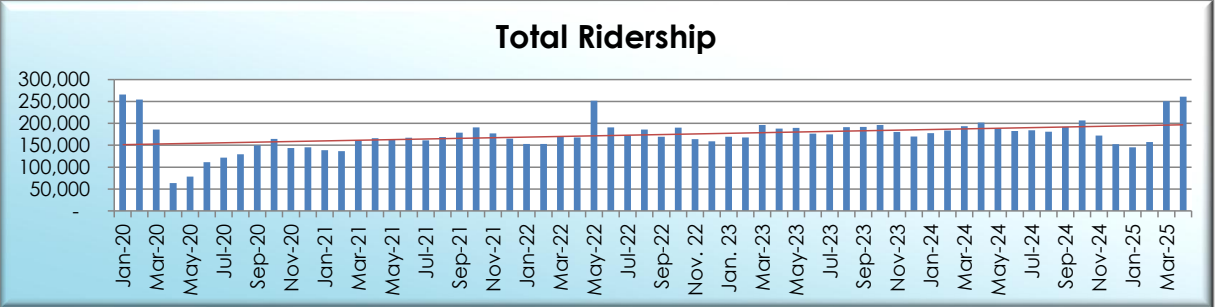
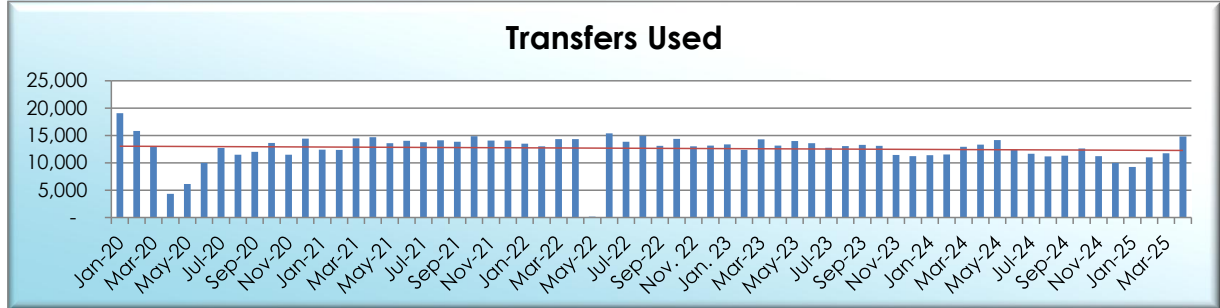
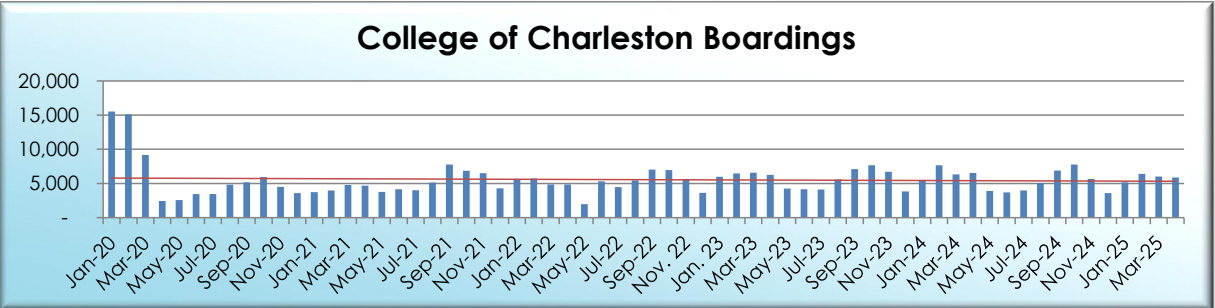
Classification History



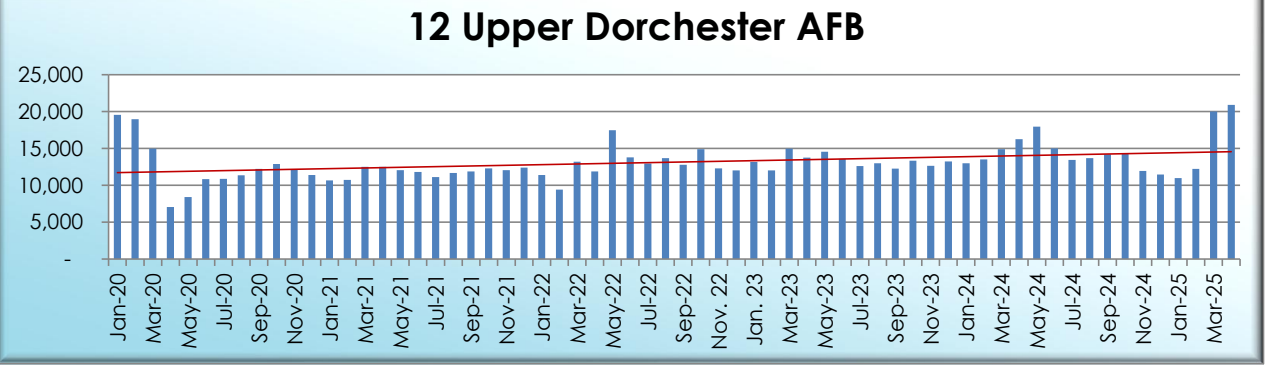
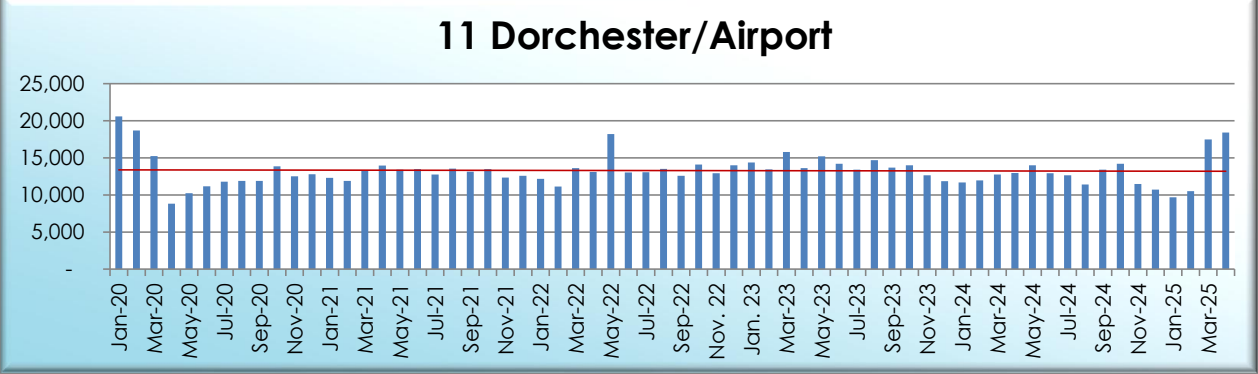
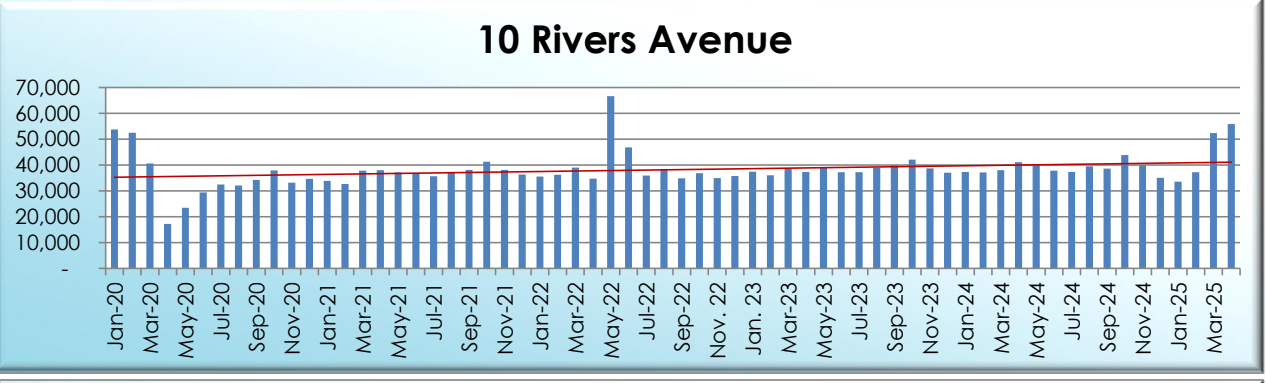
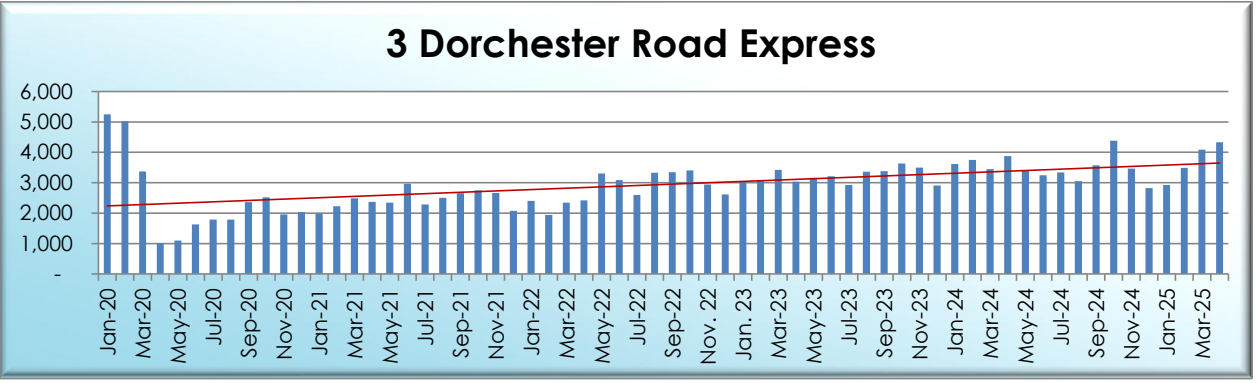
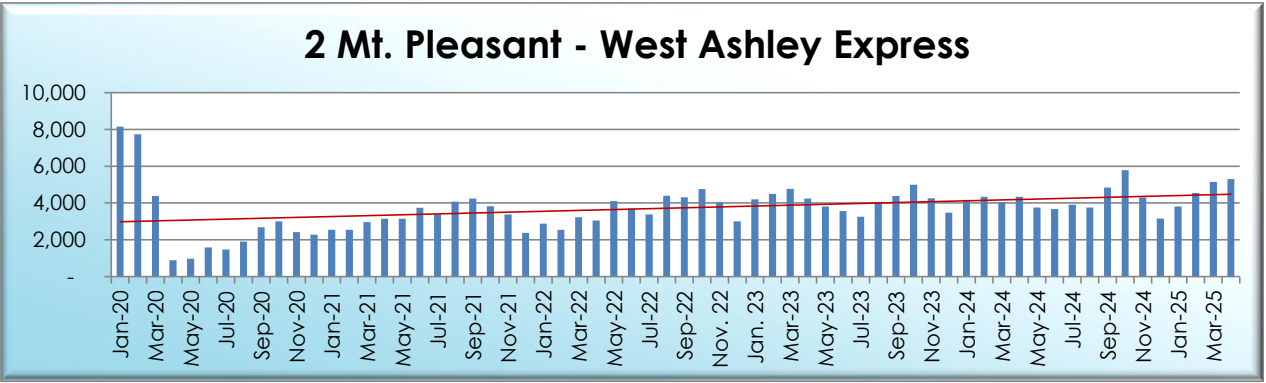
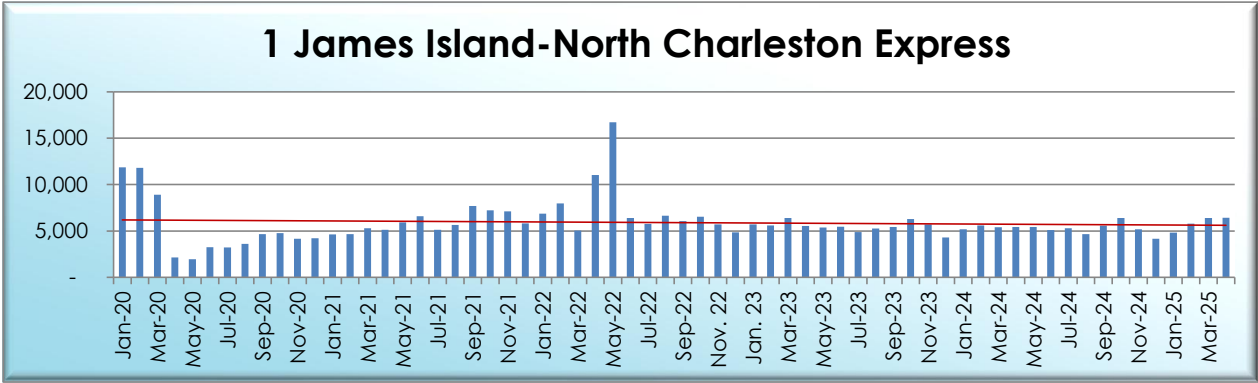
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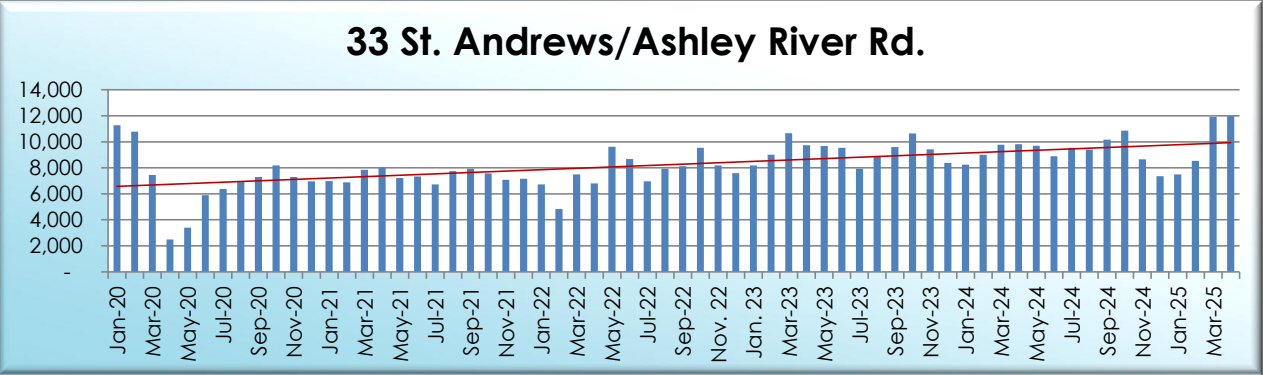
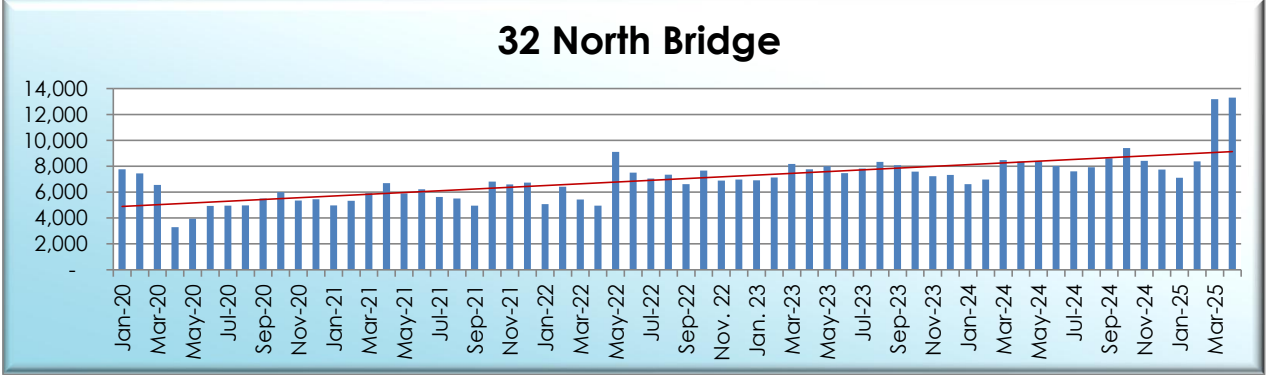
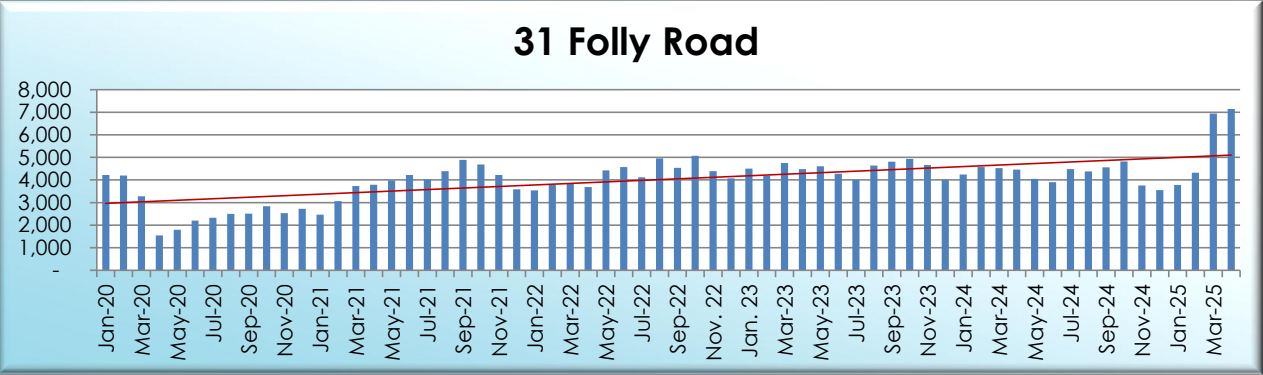
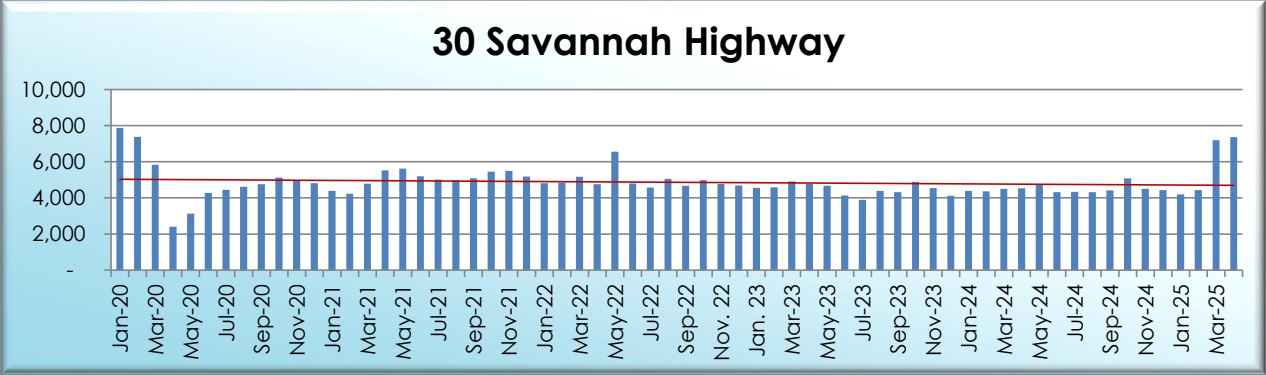
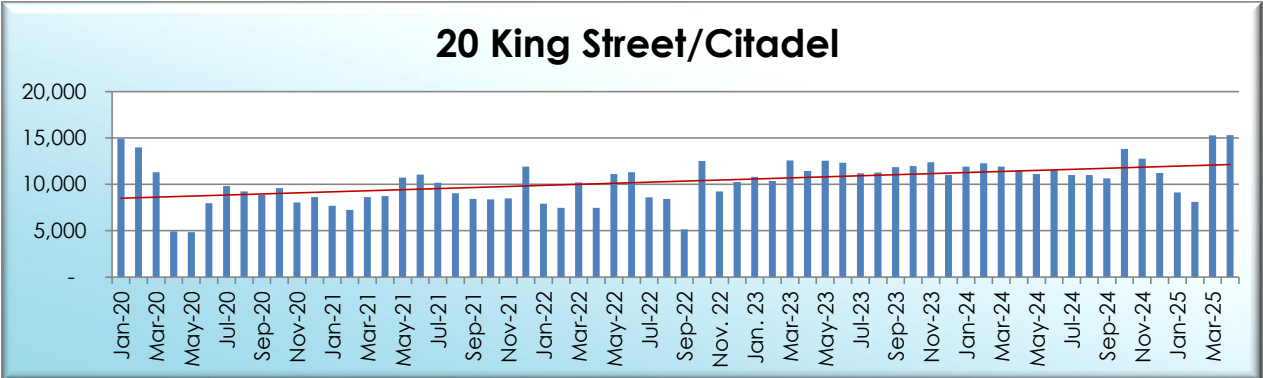
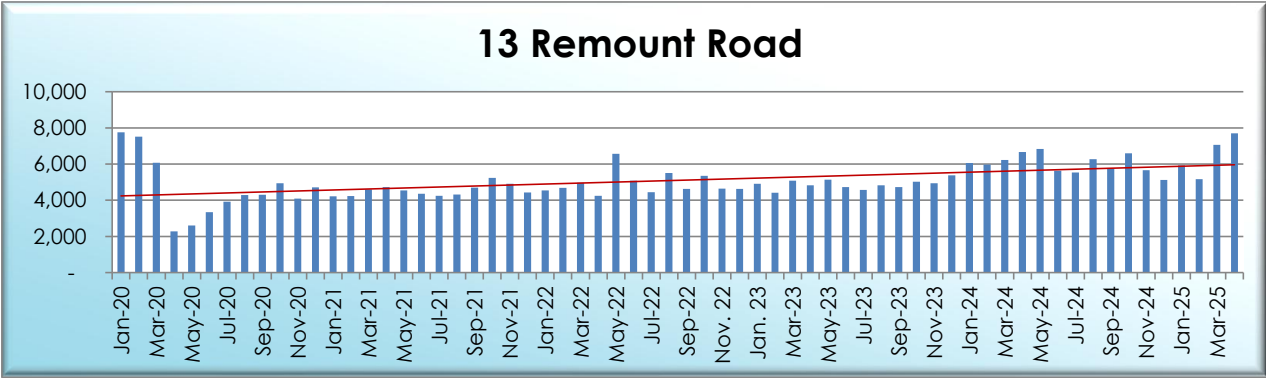
Classification History



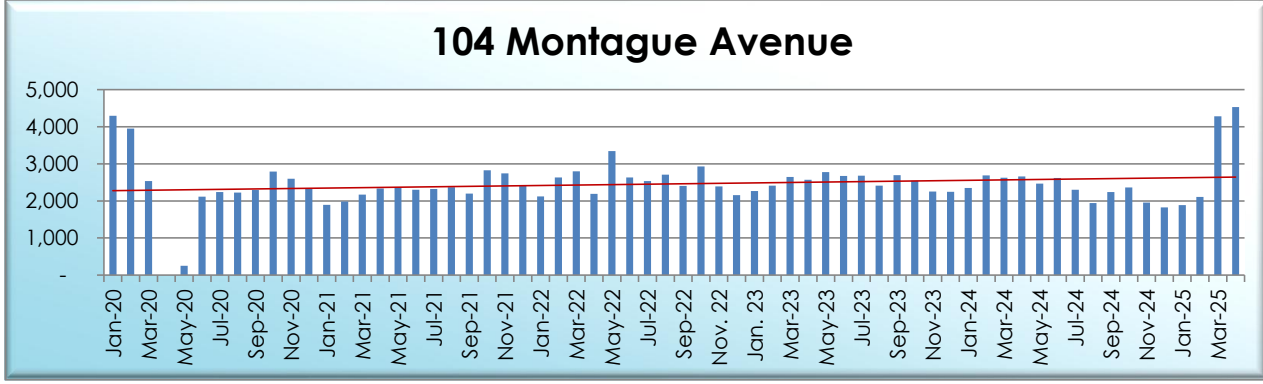
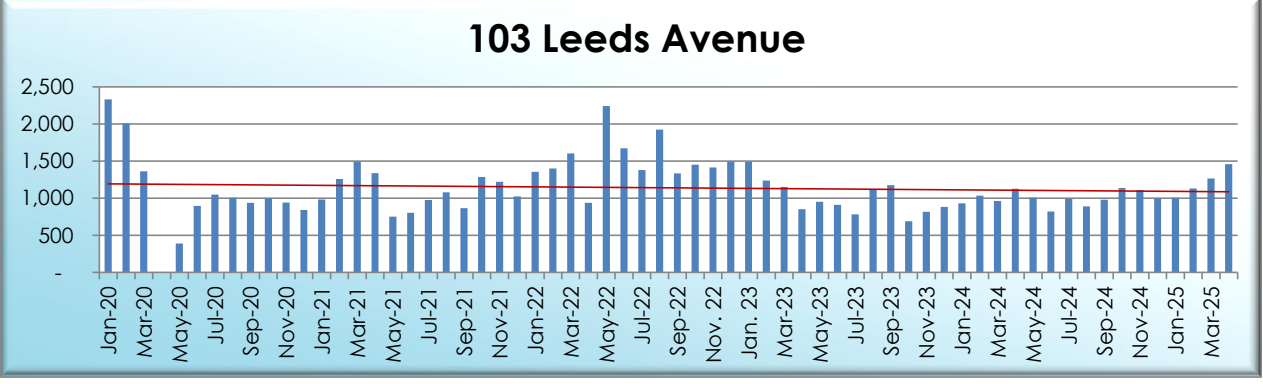
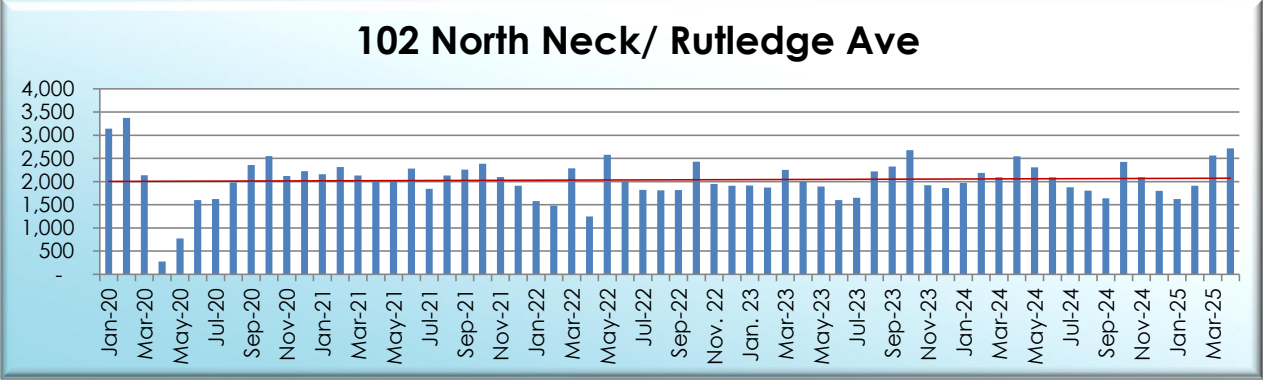
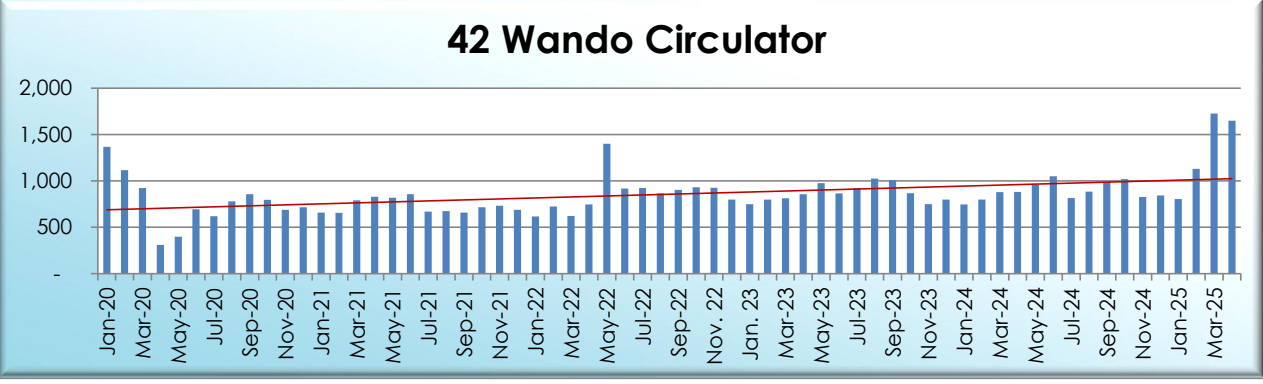
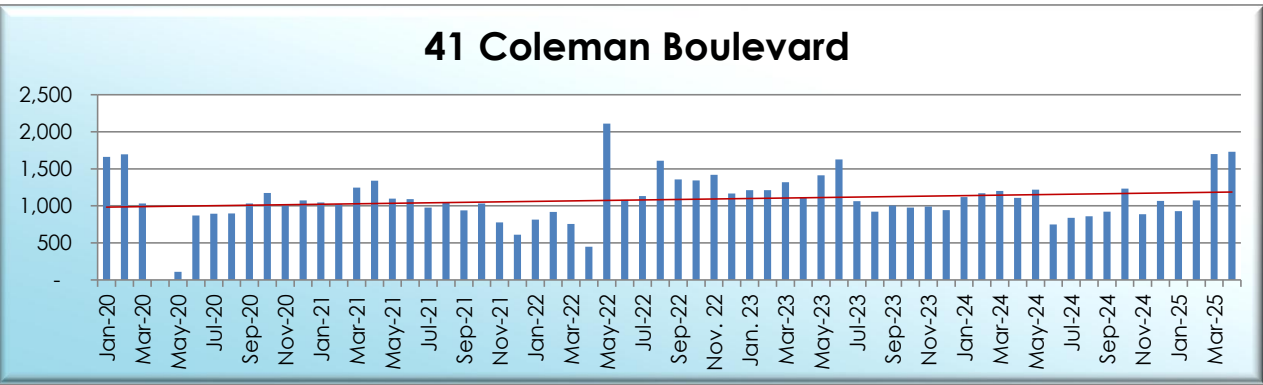
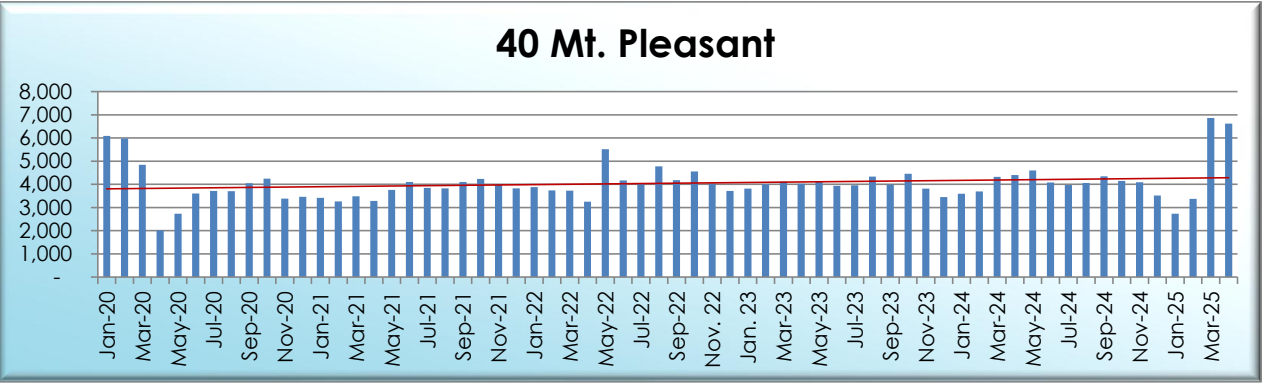
Ridership Trends by Route



Ridership Trends by Route

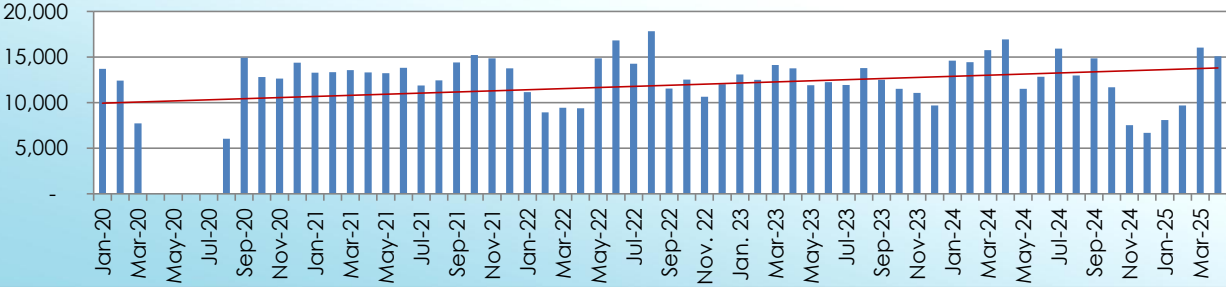


Ridership Trends by Route

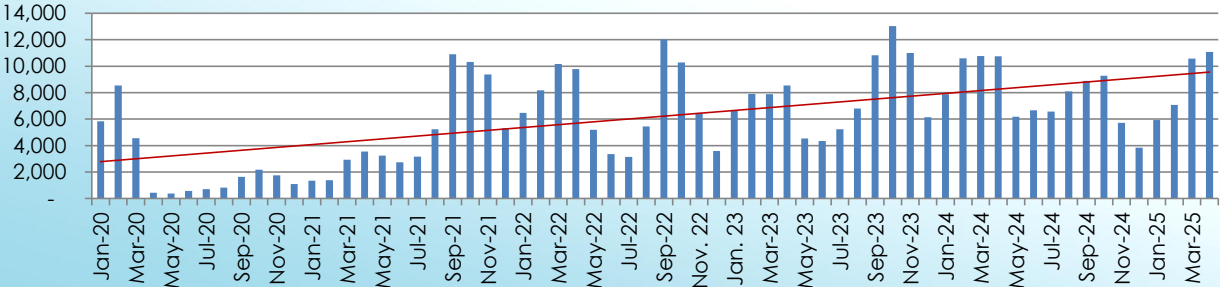


Ridership Trends by Route

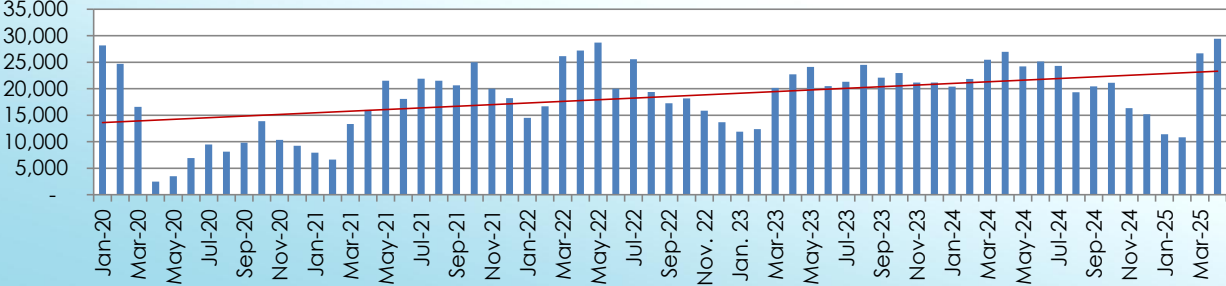
203 Medical University Shuttle



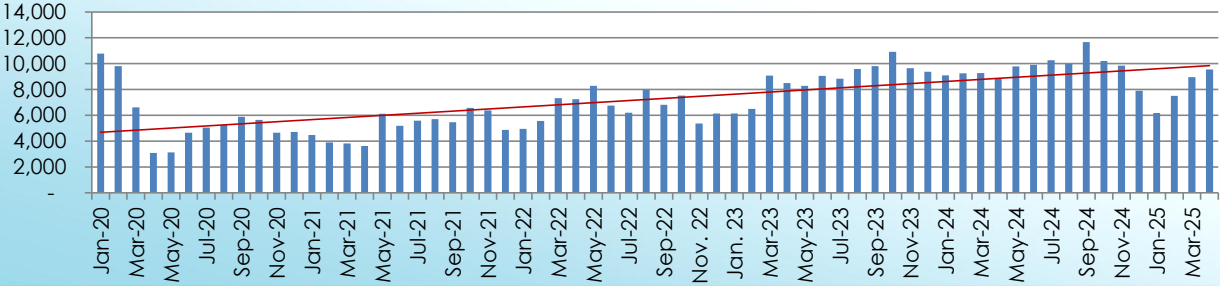
210 Aquarium / CofC DASH



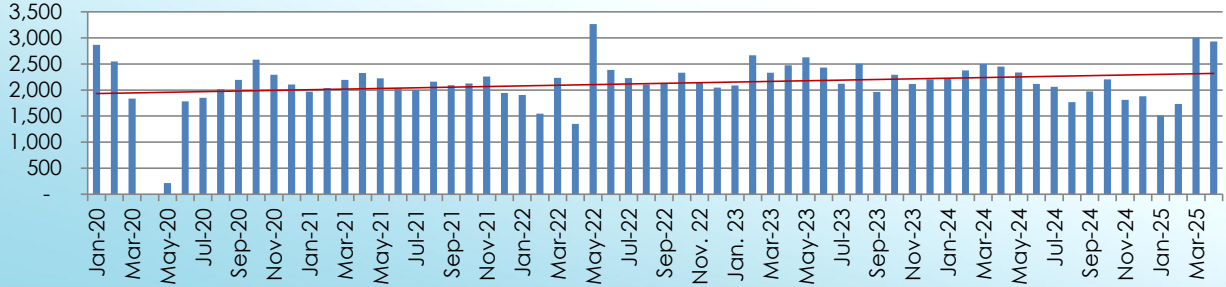
211 Meeting/King DASH



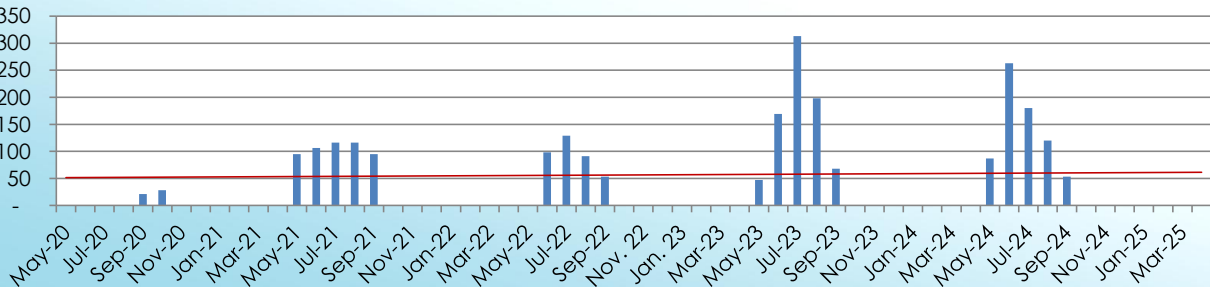
213 Lockwood/Calhoun DASH



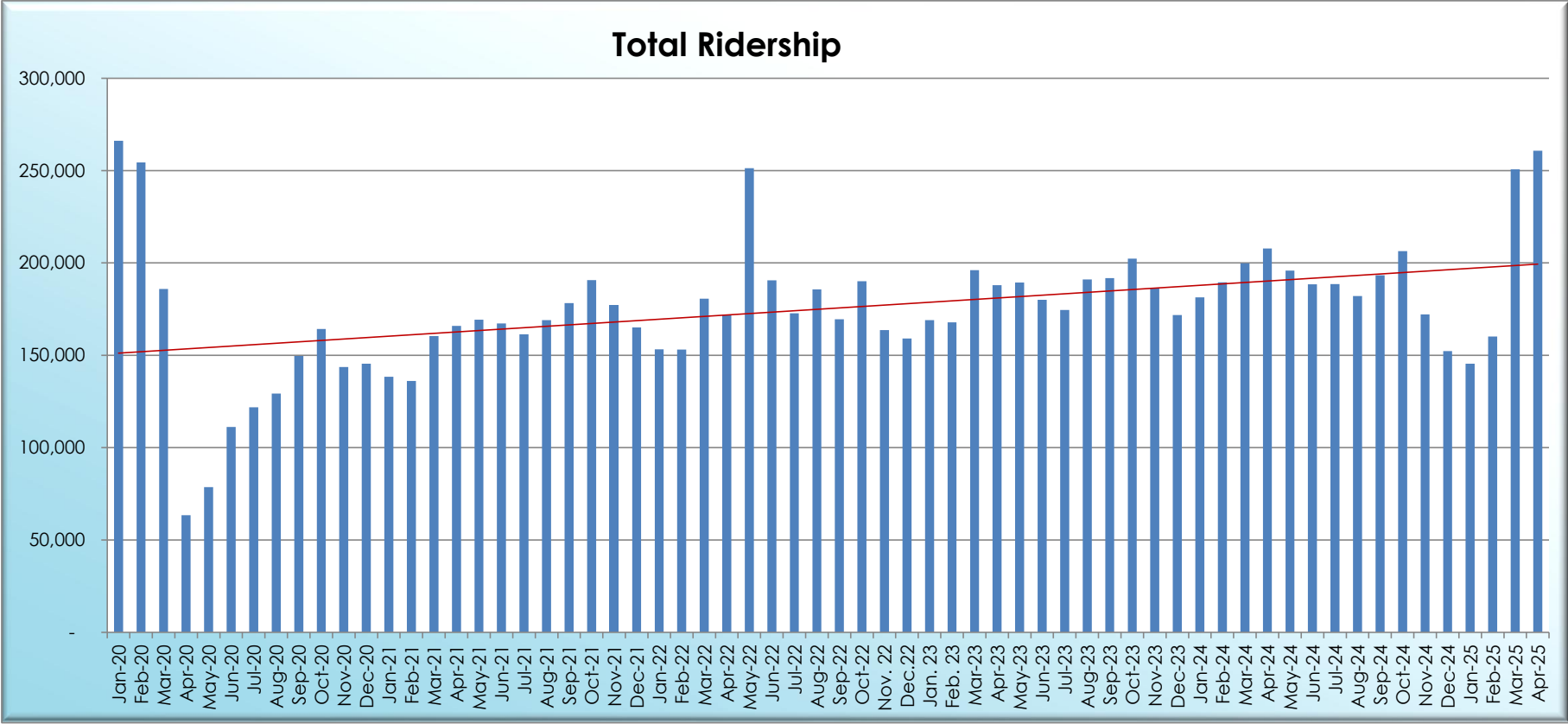
301 Glenn McConnell Circulator



Beach Shuttle



Ridership Trends by Route



Farebox and Pass Revenue History

