

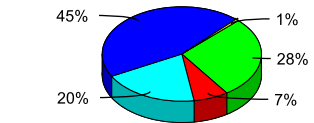
Santee Wateree Regional Transportation Authority (SWRTA)

| General Information | | | | Financial Information | | | | Summary Operating Expenses | |
|---|--|--|--|-------------------------------------|--|--|--|----------------------------|--|
| Urbanized Area (UZA) Statistics - 2010 Census | | | | Fare Revenues Earned | | | | Salary, Wages, Benefits | |
| Sumter, SC | | | | Sources of Operating Funds Expended | | | | Materials and Supplies | |
| Square Miles | | | | Fare Revenues | | | | Purchased Transportation | |
| Population | | | | Local Funds | | | | Other Operating Expenses | |
| Population Ranking out of 465 UZAs | | | | State Funds | | | | Total Operating Expenses | |
| Other UZAs Served | | | | Federal Assistance | | | | | |
| | | | | Other Funds | | | | | |
| | | | | Total Operating Funds Expended | | | | | |
| | | | | Sources of Capital Funds Expended | | | | | |
| | | | | Local Funds | | | | | |
| | | | | State Funds | | | | | |
| | | | | Federal Assistance | | | | | |
| | | | | Other Funds | | | | | |
| | | | | Total Capital Funds Expended | | | | | |

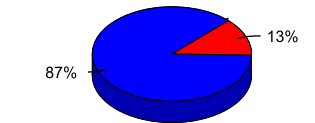
Vehicles Operated in Maximum Service and Uses of Capital Funds

| Mode | Directly Operated | Purchased Transportation ¹ | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
|-----------------|-------------------|---------------------------------------|------------------|-----------------------|-------------------------|----------|----------|
| Bus | 11 | 0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Demand Response | 25 | 0 | \$0 | \$19,022 | \$8,776 | \$23,873 | \$51,671 |
| Commuter Bus | 7 | 0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | 43 | 0 | \$0 | \$19,022 | \$8,776 | \$23,873 | \$51,671 |

Sources of Operating Funds Expended



Sources of Capital Funds Expended

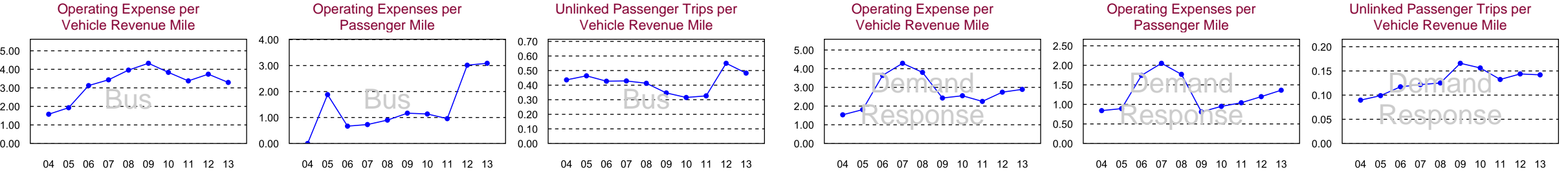


Modal Characteristics

| Mode | Operating Expenses ¹ | Fare Revenues ¹ | Uses of Capital Funds | Annual Passenger Miles | Annual Vehicle Revenue Miles | Annual Unlinked Trips | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Average Fleet Age in Years | Vehicles Operated in Maximum Service | Peak to Base Ratio | Percent Spares |
|-----------------|---------------------------------|----------------------------|-----------------------|------------------------|------------------------------|-----------------------|------------------------------|--|--|----------------------------|--------------------------------------|--------------------|----------------|
| Bus | \$836,571 | \$392,071 | \$0 | 270,900 | 254,056 | 122,607 | 16,236 | N/A | 13 | 3.9 | 11 | 1.00 | 18% |
| Demand Response | \$2,740,176 | \$691,675 | \$51,671 | 2,010,474 | 946,962 | 134,376 | 41,242 | N/A | 36 | 5.9 | 25 | N/A | 44% |
| Commuter Bus | \$638,468 | \$94,201 | \$0 | 1,793,981 | 297,439 | 39,905 | 9,914 | N/A | 8 | 3.8 | 7 | 1.00 | 14% |

Performance Measures

| Mode | Service Efficiency | | Service Effectiveness | | Service Effectiveness | |
|-----------------|--|--|--------------------------------------|---|---|---|
| | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Passenger Mile | Operating Expense per Unlinked Passenger Trip | Unlinked Passenger Trips per Vehicle Revenue Mile | Unlinked Passenger Trips per Vehicle Revenue Hour |
| Bus | \$3.29 | \$51.53 | \$3.09 | \$6.82 | 0.48 | 7.55 |
| Demand Response | \$2.89 | \$66.44 | \$1.36 | \$20.39 | 0.14 | 3.26 |
| Commuter Bus | \$2.15 | \$64.40 | \$0.36 | \$16.00 | 0.13 | 4.03 |



1 Excludes data for purchased transportation reported separately