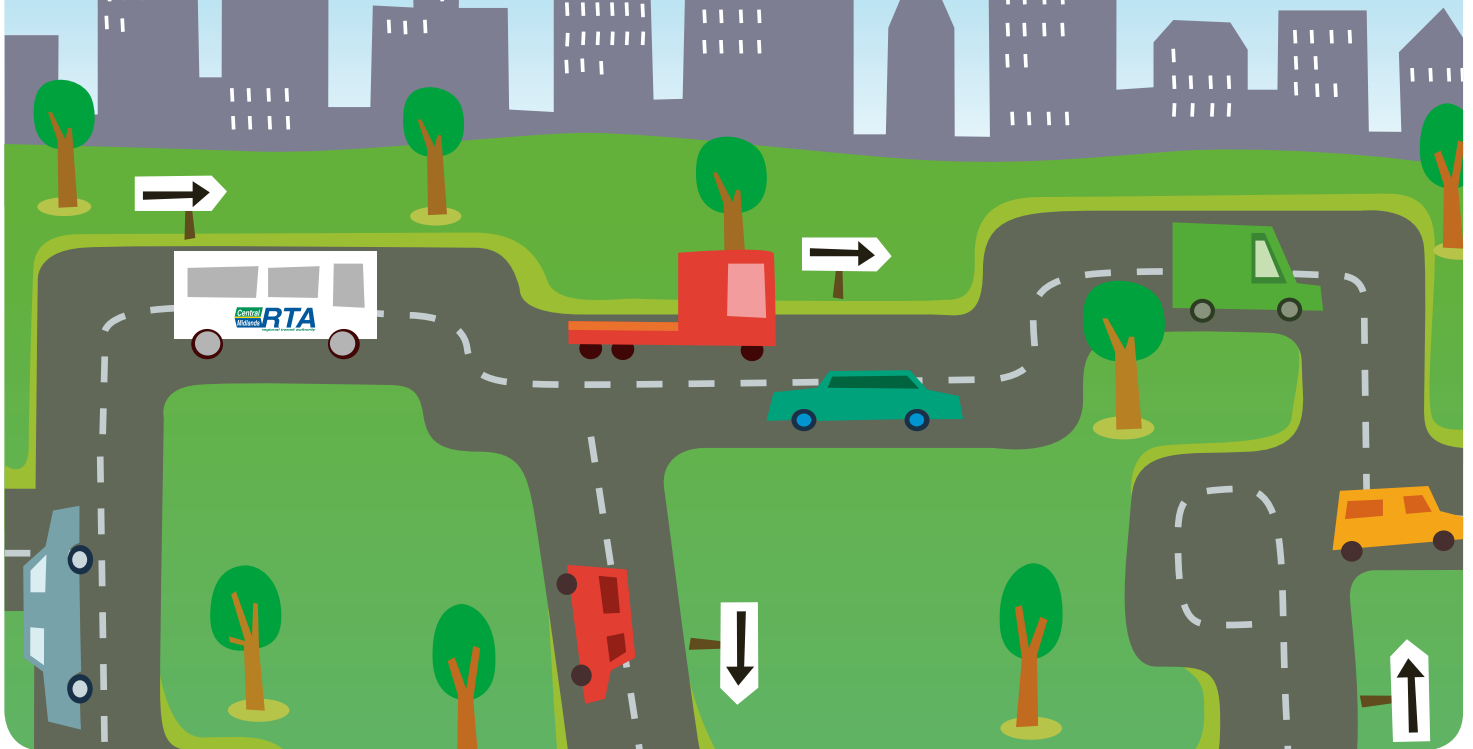


Commuter Connection

aug / sep 2010



To Our Riders and Our Community,

We continue to make progress on our New and Improving transit system. On July 12 we implemented service changes that were recommended by the Comprehensive Operations Analysis. These changes are already improving our efficiency, on-time performance and customer service, all at no additional cost to riders or the CMRTA. However, these are only the first small steps toward an improved public transit system.

Now the choice for our future is up to you and all Richland County citizens. There will be a question on the ballot this November that allows you to approve or disapprove a one-cent sales tax increase which will be used to pay for a comprehensive transportation system.

In addition to our transit system, our roads, bridges, bike paths and sidewalks will also be significantly improved if the one-cent sales tax passes. Without this funding, at a minimum transit service would be drastically reduced or the CMRTA could shut down all together. Richland County projections also say it could take 250 years to fund the road projects which are needed now.

I know there are a lot of questions, so we've tried to answer as many of them about public transit as we can on the back page. Inside this newsletter we have included a map of what the CMRTA could look like if the penny passes. If you have more questions about how this funding would benefit the CMRTA, please feel free to contact us. Visit us at www.goCMRTA.com for maps and more details on current and future plans for the CMRTA.

If you are interested in learning more about all projects which would be funded through the proposed penny sales tax, please visit Richland County's web site at www.rcgov.us.

Thank you for your continued interest.

Sincerely,

Mitzi Javers
Executive Director, CMRTA



September 2010 – Vol 2, Issue 5

P.O. Box 214, Columbia, SC 29202

For Customer Service

Information call 803.255.7100

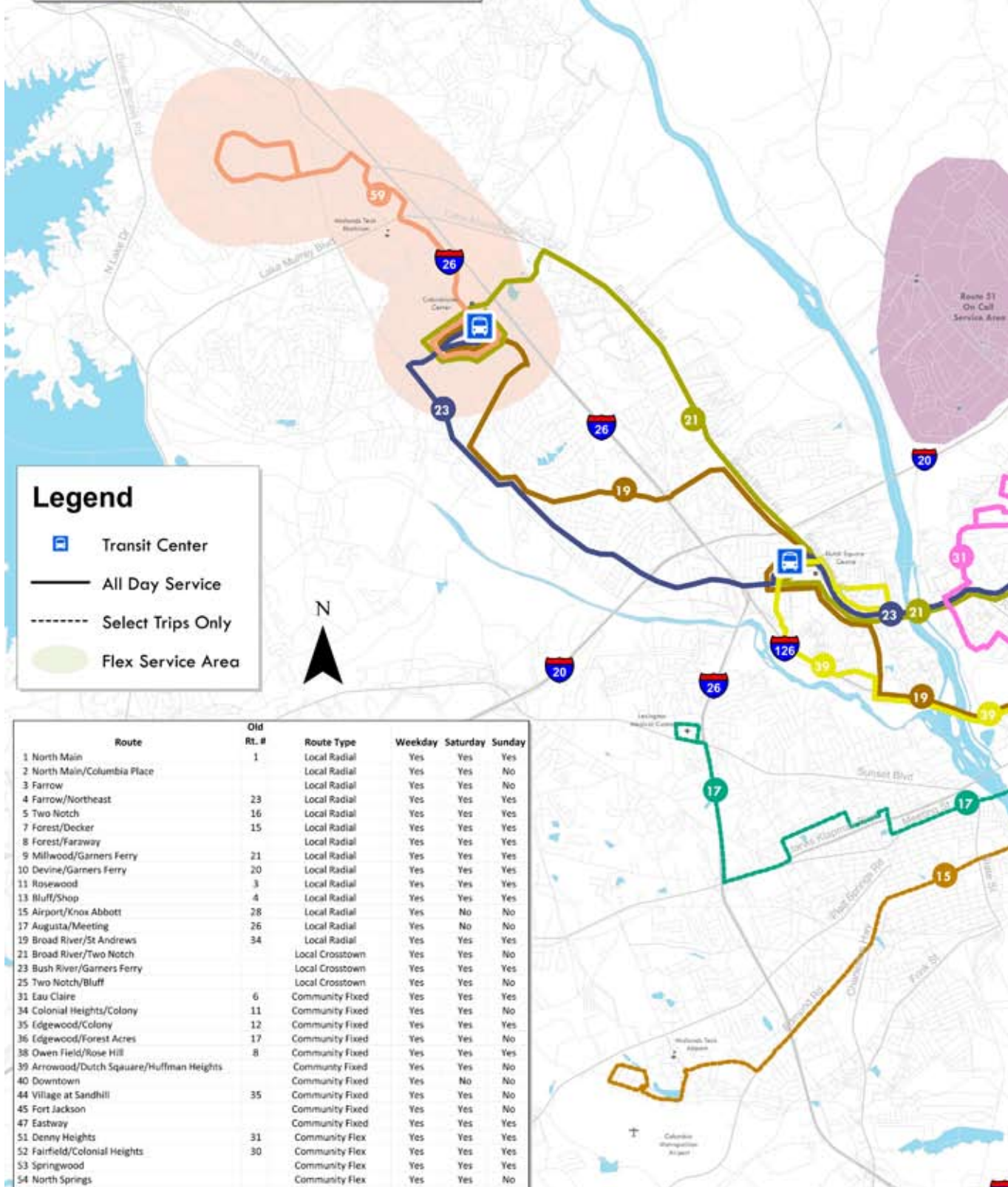
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Potential CMRTA System Map

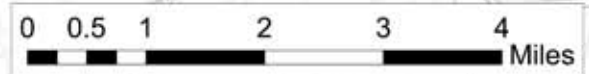
- » more routes
- » neighborhood flex routes
- » commuter express routes
- » expanded DART service area

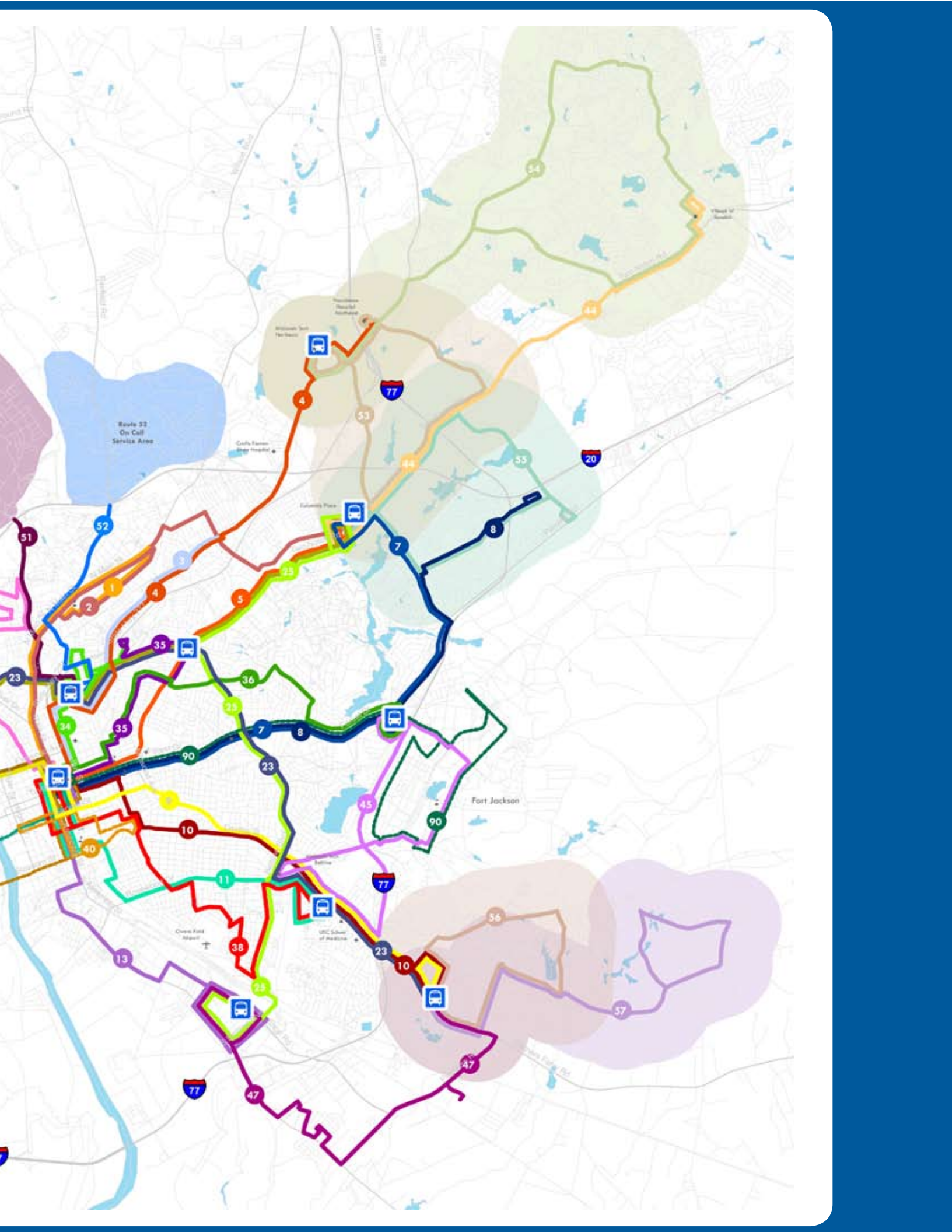


Legend

- Transit Center
- All Day Service
- Select Trips Only
- Flex Service Area

| Route | Old Rt. # | Route Type | Weekday | Saturday | Sunday |
|--|-----------|-----------------|---------|----------|--------|
| 1 North Main | 1 | Local Radial | Yes | Yes | Yes |
| 2 North Main/Columbia Place | | Local Radial | Yes | Yes | No |
| 3 Farrow | | Local Radial | Yes | Yes | No |
| 4 Farrow/Northeast | 23 | Local Radial | Yes | Yes | Yes |
| 5 Two Notch | 16 | Local Radial | Yes | Yes | Yes |
| 7 Forest/Decker | 15 | Local Radial | Yes | Yes | Yes |
| 8 Forest/Faraway | | Local Radial | Yes | Yes | Yes |
| 9 Millwood/Garners Ferry | 21 | Local Radial | Yes | Yes | Yes |
| 10 Devine/Garners Ferry | 20 | Local Radial | Yes | Yes | Yes |
| 11 Rosewood | 3 | Local Radial | Yes | Yes | Yes |
| 13 Bluff/Shop | 4 | Local Radial | Yes | Yes | Yes |
| 15 Airport/Knox Abbott | 28 | Local Radial | Yes | No | No |
| 17 Augusta/Meeting | 26 | Local Radial | Yes | No | No |
| 19 Broad River/St Andrews | 34 | Local Radial | Yes | Yes | Yes |
| 21 Broad River/Two Notch | | Local Crosstown | Yes | Yes | No |
| 23 Bush River/Garners Ferry | | Local Crosstown | Yes | Yes | Yes |
| 25 Two Notch/Bluff | | Local Crosstown | Yes | Yes | No |
| 31 Eau Claire | 6 | Community Flex | Yes | Yes | Yes |
| 34 Colonial Heights/Colony | 11 | Community Flex | Yes | Yes | No |
| 35 Edgewood/Colony | 12 | Community Flex | Yes | Yes | Yes |
| 36 Edgewood/Forest Acres | 17 | Community Flex | Yes | Yes | No |
| 38 Owen Field/Rose Hill | 8 | Community Flex | Yes | Yes | Yes |
| 39 Arrowood/Dutch Square/Huffman Heights | | Community Flex | Yes | Yes | No |
| 40 Downtown | | Community Flex | Yes | No | No |
| 44 Village at Sandhill | 35 | Community Flex | Yes | Yes | No |
| 45 Fort Jackson | | Community Flex | Yes | Yes | No |
| 47 Eastway | | Community Flex | Yes | Yes | Yes |
| 51 Denny Heights | 31 | Community Flex | Yes | Yes | Yes |
| 52 Fairfield/Colonial Heights | 30 | Community Flex | Yes | Yes | Yes |
| 53 Springwood | | Community Flex | Yes | Yes | Yes |
| 54 North Springs | | Community Flex | Yes | Yes | No |
| 55 Woodfield | | Community Flex | Yes | Yes | Yes |
| 56 Twin Lakes/Hazelwood | | Community Flex | Yes | Yes | Yes |
| 57 Pine Lakes/Osail Hills | | Community Flex | Yes | Yes | Yes |
| 59 Itmo | | Community Flex | Yes | No | No |
| 90 Fort Jackson Limited | 5 | Express/Limited | Yes | Yes | Yes |





What would the CMRTA look like if the penny sales tax passes?

- **Expanded Hours of Bus Availability**
 - Weekdays - 5:30 a.m. to 10:30 p.m.
 - Saturdays - 6:00 a.m. to 10:30 p.m.
 - Sundays - 7:00 a.m. to 9:00 p.m.
- **Higher Bus Frequency on Main Roads (15-minute peak period service)**
 - Two Notch Road to Columbia Place Mall
 - Taylor Street/Forest Drive to the Forest Drive Wal-Mart
 - North Main Street to Frye Road (north of Columbia College)
 - Millwood/Devine/Garners Ferry Road Corridor to the Garners Ferry Wal-Mart
- **New Crosstown Services**
 - Harbison area to Garners Ferry Wal-Mart
 - Shop Road area to Columbia Place Mall
 - Columbia Place Mall to Harbison area
- **Expanded Local Route Service to/from downtown Columbia**
 - 36% increase in weekday bus trips to/from downtown
 - 63% increase in Saturday bus trips to/from downtown
 - 167% increase in Sunday bus trips to/from downtown
- **Flexible Community Routes in Suburban Areas - Using smaller vehicles**
 - Denny Heights
 - Fairfield/Colonial Heights
 - Springwood
 - North Springs
 - Woodfield
 - Twin Lakes/Hazelwood
 - Pine Lakes/Quail Hills
 - Irmo
- **Additional Route Connection Locations**
 - Palmetto-Richland Memorial Hospital area
 - Dutch Square Mall area
 - Columbiana Centre/Harbison area
 - Columbia Place Mall
 - Patterson/Garners Ferry Wal-Mart
 - Wood Hills/Garners Ferry Target
 - Shop Road/Blair Street area
 - Forest Drive Wal-Mart
 - Midlands Tech Northeast Campus
 - Two Notch Road/Beltline Road area
- **Commuter Routes with Park-and-Ride Lots**
 - Specific corridors in outlying areas of the County such as Blythewood, Irmo, Ballentine and Eastover
- **Improved Passenger Amenities**
 - 10 additional sheltered transfer locations throughout the County
 - 4 park and ride lots for commuter express service
 - 100 benches and shelters for our passengers

What would Richland County Residents receive from the CMRTA if the sales tax passes?

- More Reliability in Schedules
- Better Connectivity between Routes
- Increased Availability throughout the County
- Expanded Accessibility for the Disabled
- 58% Increase in Total buses.
- 105% Increase in Annual Hours of Service
- Ridership growth from 2.1 million annual trips to over 5 million annual trips
- 90% of Richland County residents will be within 1/4 mile of a bus route.

How will the CMRTA be accountable to the tax payers for the money?

The CMRTA Board of Directors is made up of both County and City residents as well as elected officials who will be responsible for ensuring the money is spent as promised. The CMRTA also completes an independent financial audit annually which is available to the public. With any long range plan, a lot can change in 25 years. This plan is intended to be updated every 3 years to make sure that services that the CMRTA is providing are efficiently meeting the needs of the community. As the community grows and changes, the CMRTA pledges to reach out to the public to receive input on updating the transit system to better meet the area's mobility needs.

When would Richland County Residents see all of these improvements?

If the sales tax is approved by voters in November, the CMRTA would start to receive money in July 2011. We would then begin ramping up service improvements have fully implemented the Short-Range Plan by 2015. Ordering buses and building transit facilities takes time so that is why it can't all be done immediately. The ultimate transit plan, as described above, would be completely implemented by 2025. The phasing of service and facility improvements will be dependent on actual annual revenues from the sales tax and the availability of Federal and State funding.