Eleven Fixed Routes
- 10 routes operate on 60 minute headways
- 1 route operates on 30 minute headways
- 13 vehicles out daily

Greenville Area Paratransit (GAP)
- Up to 3 vehicles providing service
- Operates during same hours as fixed route service

Trolley
- Fare-free service
- Circulates through downtown and CBD

<table>
<thead>
<tr>
<th>Fixed Route Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service Day</strong></td>
</tr>
<tr>
<td>Weekdays</td>
</tr>
<tr>
<td>Saturday</td>
</tr>
<tr>
<td>Sunday</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trolley Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service Day</strong></td>
</tr>
<tr>
<td>Thursday &amp; Friday</td>
</tr>
<tr>
<td>Saturday</td>
</tr>
<tr>
<td>Sunday</td>
</tr>
</tbody>
</table>
Greenlink

Fixed Routes

- **Route 1**: Pleasantburg – Cleveland Park
- **Route 2**: White Horse Road via Pendleton Street
- **Route 3**: Poinsett – Rutherford
- **Route 4**: Dunean – Grove Road
- **Route 6**: Anderson Road
- **Route 9**: Parker District – Berea – Woodside
- **Route 10**: Augusta Road
- **Route 11**: Wade Hampton - Taylors
- **Route 12**: Overbrook – East North St – Pelham
- **Route 14**: Mauldin – Simpsonville
- **Route 16**: Laurens Road – Haywood Road Circulator
## Greenlink

**Service Area Population**

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Square Miles Covered</th>
<th>Population Reached</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Greenville</td>
<td>26.56</td>
<td>62,315</td>
</tr>
<tr>
<td>City of Mauldin</td>
<td>5.88</td>
<td>13,916</td>
</tr>
<tr>
<td>City of Simpsonville</td>
<td>5.51</td>
<td>10,447</td>
</tr>
<tr>
<td>Greenville County</td>
<td>59.37</td>
<td>102,313</td>
</tr>
<tr>
<td><strong>Greenlink Total</strong></td>
<td><strong>97.32</strong></td>
<td><strong>188,991</strong></td>
</tr>
</tbody>
</table>
Greenlink Investment

- For every $1.00 locally invested into the Greenlink system, $3.51 is returned to the Greenville County economy in gross sales, additional goods and services produced, and employee earnings*
  - GHS non-emergency EMS transports totaled to more than $4.5 million in 2016
  - 14% of Greenville, Anderson and Spartanburg County unemployment benefits claimants, between November 2015-2016, did not have access to an automobile
  - 10.7% of Greenville Tech students surveyed in April 2017 reported having to withdraw from a class due to unreliable transportation

*Economic Impact Analysis, Sandra Yudice, 2017
Greenlink
FY18 Budget Summary

- $5.4 Million Operating Budget
  - 49% of budget from Chapter 5307 (designed for capital) – of which $1.2 million is spent on Preventative Maintenance
  - 8% from Greenville County
  - 8% from City of Greenville (excluding Trolley)
  - 9% from State Mass Transit Fund (SCDOT)
  - 17% from Fares
  - 4% from City of Greenville (for Trolley)
  - 3% from Contracts
  - 3% from Advertising

- $640,000 Capital Budget (does not include Low-No award)
  - 71% of budget from Chapter 5307 and Chapter 5339 (both designed for capital)
  - 8.5% from Greenville County
  - 8.5% from City of Greenville
  - 9% from SCDOT
  - 3% from Other Sources
Greenlink
FY18 Budget Summary

Operating Budget
- FTA: 48%
- City of Greenville: 8%
- Greenville County: 8%
- State of SC: 9%
- Other: 3%

Capital Budget
- FTA: 72%
- Greenville County: 8%
- State of SC: 9%
- Other: 3%
Greenlink
Operational Challenges

• No Dedicated Funding
  • Only annual apportionments from the City and County
  • State Mass Transit Funds (SMTF) have not increased since 1999
  • Federal funding shortfall of $423,000 expected in FY19 due to exhausted grants

• Lack of a reliable, dedicated funding source makes the following improvements challenging:
  • Increased frequencies: most routes currently operate on a 60-minute headway
  • Extended service hours: weekday service currently ends at 7:30pm and Saturday service ends at 6:30pm, no Sunday service offered
  • Redesign routes: many segments of routes do not currently provide bi-directional service
  • Expand geographic reach:
    • No service to 3 of the 6 municipalities in Greenville County: Travelers Rest, Greer, and Fountain Inn
    • No service to large employers in Greenville County: Woodruff Road, BMW, and SC TAC / Donaldson Center
## Greenlink

### Operational Challenges

### Transit System Revenues, by Source

*Source: TS1.1 – Total Funding Time Series*

<table>
<thead>
<tr>
<th>AREA</th>
<th>Total Revenues</th>
<th>Local</th>
<th>State</th>
<th>Federal</th>
<th>Fare</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Birmingham, AL</td>
<td>$35,311,910</td>
<td>62%</td>
<td>0%</td>
<td>31%</td>
<td>7%</td>
<td>0%</td>
</tr>
<tr>
<td>Charleston, SC</td>
<td>$19,629,699</td>
<td>49%</td>
<td>0%</td>
<td>29%</td>
<td>18%</td>
<td>3%</td>
</tr>
<tr>
<td>Chattanooga, TN</td>
<td>$20,614,444</td>
<td>25%</td>
<td>13%</td>
<td>22%</td>
<td>22%</td>
<td>17%</td>
</tr>
<tr>
<td>Columbia, SC</td>
<td>$19,235,384</td>
<td>50%</td>
<td>30%</td>
<td>8%</td>
<td>11%</td>
<td>1%</td>
</tr>
<tr>
<td>Greensboro, NC</td>
<td>$22,824,403</td>
<td>48%</td>
<td>7%</td>
<td>27%</td>
<td>16%</td>
<td>2%</td>
</tr>
<tr>
<td>Greenville, SC</td>
<td>$5,666,655</td>
<td>13%</td>
<td>11%</td>
<td>48%</td>
<td>17%</td>
<td>11%</td>
</tr>
<tr>
<td>Mobile, AL</td>
<td>$11,727,427</td>
<td>55%</td>
<td>0%</td>
<td>35%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>Nashville, TN</td>
<td>$89,068,494</td>
<td>53%</td>
<td>7%</td>
<td>21%</td>
<td>14%</td>
<td>5%</td>
</tr>
<tr>
<td>Richmond, VA</td>
<td>$51,457,238</td>
<td>42%</td>
<td>20%</td>
<td>15%</td>
<td>21%</td>
<td>1%</td>
</tr>
<tr>
<td>Winston-Salem, NC</td>
<td>$14,585,946</td>
<td>45%</td>
<td>9%</td>
<td>28%</td>
<td>16%</td>
<td>2%</td>
</tr>
</tbody>
</table>
Local Funds Per Capita by Service Area, 2015

Figure F – Local revenues per capita by service area, source: 2015 Annual Database Revenue and 2015 Annual Database Service, FTA NTD.
Greenlink
Capital Challenges, Continued

• Maintenance Facility
  • More than 30 years old and in need of replacement
  • Currently houses 1 maintenance bay (2 buses fit) and 1 wash/fuel bay
  • Does not contain floor space for large parts storage
  • GTA will need more space if service delivery system is redesigned and expanded
  • Fuel Storage Tanks – removal, mitigation, and replacement will be costly and complicated
Greenlink
Capital Challenges - Fleet

• 16 35-Foot Buses
  • Began 2017 with 21 buses. Had to dispose of five 2002 models due to age and the difficulty to obtain replacement parts
  • 4 vehicles are 2002 models – almost 4 years past their useful life
    • These will be the vehicles replaced by Proterra buses
  • 9 vehicles are at 50% of their useful life
  • Currently no capital replacement plan. GPATS has outlined capital funds for transit ($1.2 million to be split with CATbus) beginning in 2024, but this is subject to amendments

• 6 Cutaways
  • 2 vehicles are past their useful life
  • Currently no capital replacement plan

• GTA will require more vehicles if service delivery system is redesigned and expanded
Greenlink Opportunities

- Community recognizes the need to enhance shared mobility options
  - The Piedmont Health Foundation, a local philanthropy, studied the need for improved mobility in Greenville County in 2015
  - The study’s findings prompted the need for an in-depth study on service and efficiency (COA)

Source: Piedmont Health Foundation’s 2016 Public Transit and Health Services Transportation Study
Greenlink
Opportunities, Continued

• Bus Stop Committee
  • Multi-jurisdictional partnership with Greenlink, City of Greenville, City of Mauldin, City of Simpsonville, Greenville County, and SCDOT technical staff (i.e.- planners, engineers, public works)
  • Process for responding to requests to install new bus stops and shelters and relocate existing bus stops moving forward
    • Reviewing and approving bus stop design guidelines
    • Reviewing and approving requests for stops and shelters
    • Working with the applicable municipality on encroachment permits and construction/installation
    • Prioritizing stops for ADA compliance retrofits

• ITS Equipment
  • Real-time location of buses, estimated arrival times, seating capacity
  • Boarding and alighting data for each stop, arrival times for dispatch booth, on-time reporting
Greenlink
Opportunities, Continued

• Fare payment options
  • Greenlink is exploring reloadable fare cards and mobile payment options

• Electric vehicle deployment
  • $1.45 million awarded by FTA! Will replace at least 2 buses!
  • Greenlink is continuing conversations with Proterra
  • Possible funding opportunities:
    • Volkswagen Mitigation Settlement
Greenlink
Opportunities, Continued

• New Maintenance Facility
  • Staff submitted a 5339(b) Bus and Bus Facilities grant to the Federal Transit Administration in August for funds to construct a new maintenance facility
    • Hope to hear a decision before end of calendar year
  • Memorandum of Understanding with the City of Greenville the authority to market the GTA maintenance facility property at 154 Augusta Street in compliance with FTA rules and regulations.

  • A new maintenance facility is vital for Greenlink’s ability to improve operational efficiencies and implement future service expansions, as the current facility was originally constructed to serve as a beer distribution center and was not designed for transit maintenance. At more than 30 years old it is in a state of disrepair, can only contain two buses to be worked on at a time, and lacks parking capacity for additional fleet vehicles should Greenlink expand its fleet for added service
Greenlink Opportunities, Continued

• Comprehensive Operational Analysis (COA)
  • Study is finished – recommended efficiency improvements that are revenue-neutral
  • Proposed route changes went to public hearings October 16-November 16
    • Increase bi-directional service by 62%
    • Increase transfer options outside of downtown by 50%
    • Improve on-time performance

• Transit Development Plan (TDP)
  • Create a 5-year plan for expansion (hours, frequency, new routes), calculates estimated costs for each improvement, and identifies potential funding sources
Greenville Chamber of Commerce

Greenlink was asked to prioritize two-year improvements for the Chamber’s infrastructure priorities white paper:

- $2.6 million for one-time capital replacement of three of the 2002 bus models (which should have been replaced in 2014) with electric buses.
- $2.6 million annually for operating funds to fill in the federal grant funding gap we’re expecting to face in 2019 ($423k) and to establish a capital replacement fund to replace 13 existing buses in the future with electric buses.
- $2.1 million annually to extend Monday-Saturday service to 11:30 p.m. and establish Sunday service.
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