

# greenlink

Connecting Greenville



# Greenlink

## Service Delivery

- 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

### Fixed Route Schedule

Service Day	First Trip	Last Trip
Weekdays	5:30am	6:30pm
Saturday	8:30am	5:30pm
Sunday	No Service Offered	

### Trolley Schedule

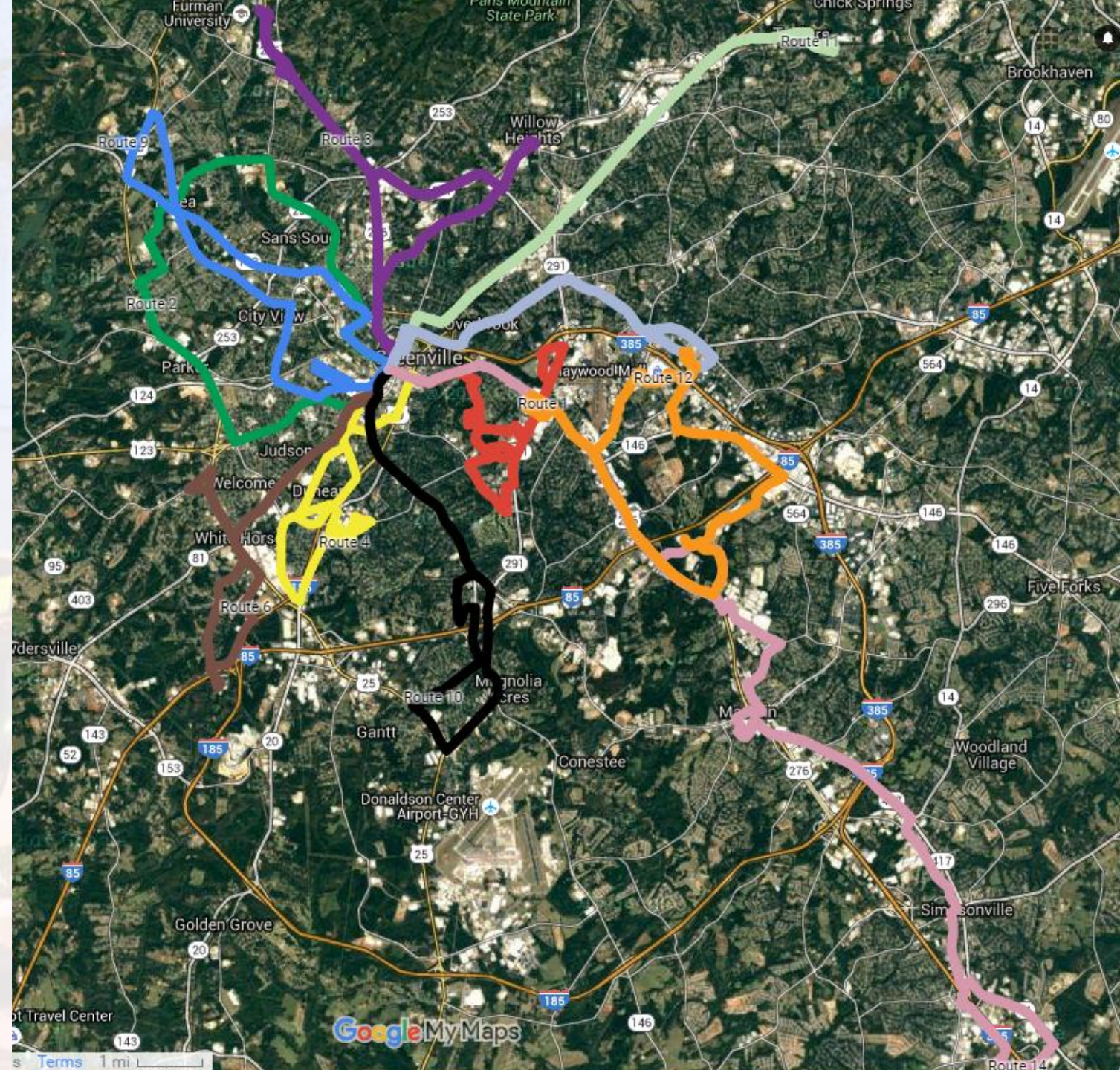
Service Day	Begins	Ends
Thursday & Friday	6:00pm	11:00pm
Saturday	10:00am	11:00pm
Sunday	1:00pm	8:00pm



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## Fixed Routes

- **Route 1:** Pleasantburg – Cleveland Park
- **Route 2:** White Horse Road via Pendleton Street
- **Route 3:** Poinsett – Rutherford
- **Route 4:** Dunearn – 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





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## Service Area Population

	<u>ESRI Business Analysts (2016 Populations Within Service Area)</u>	
<u>Service Area</u>	<u>Square Miles Covered</u>	<u>Population Reached</u>
City of Greenville	26.56	62,315
City of Mauldin	5.88	13,916
City of Simpsonville	5.51	10,447
Greenville County	59.37	102,313
<b>Greenlink Total</b>	<b>97.32</b>	<b>188,991</b>

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## 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

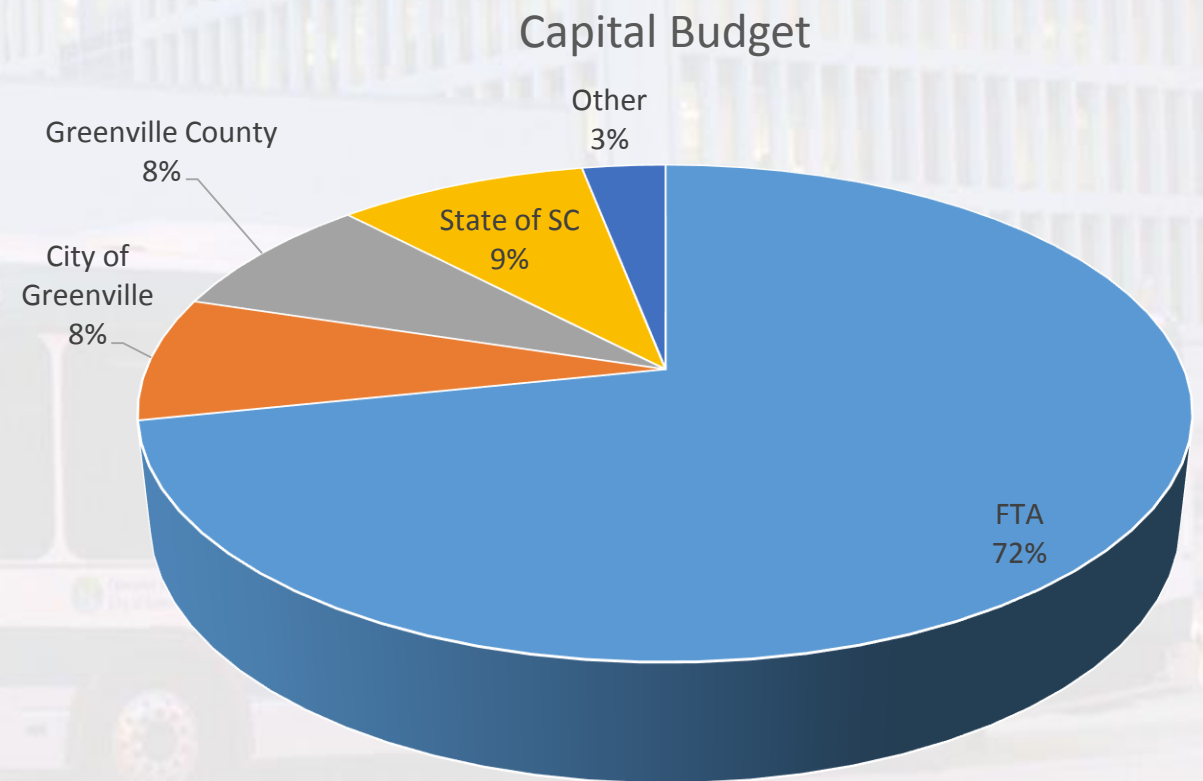
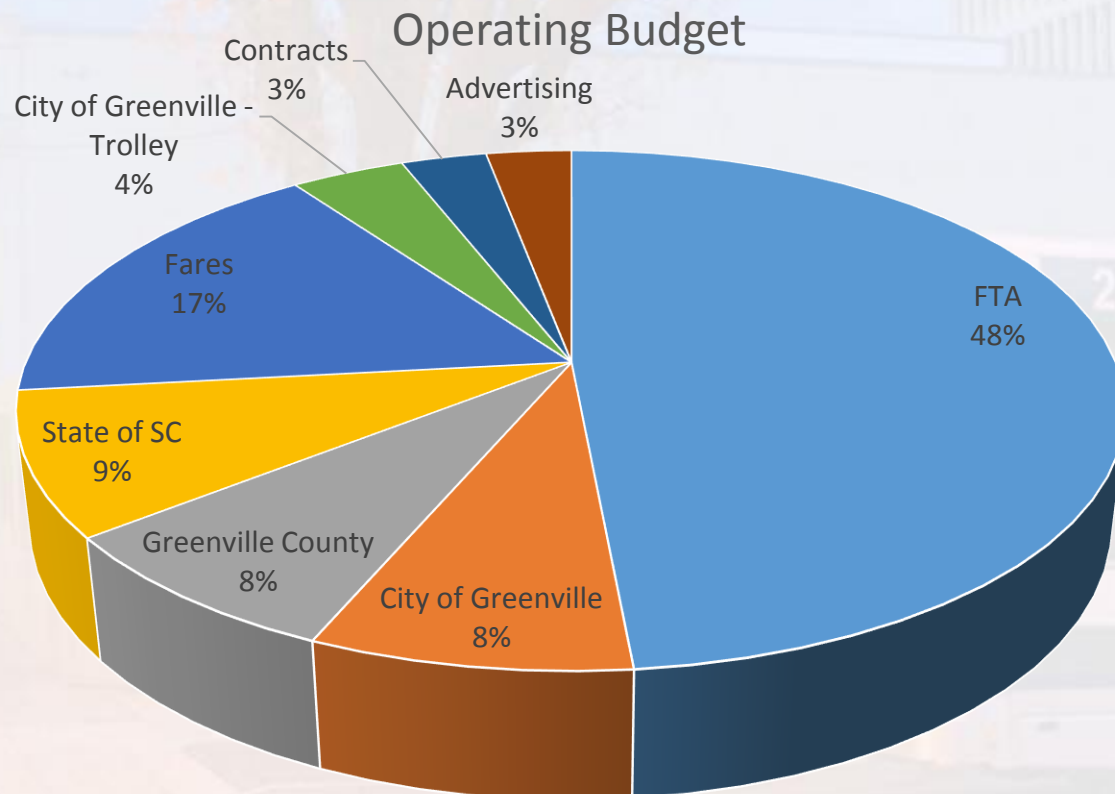
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## FY18 Budget Summary

- \$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

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## FY18 Budget Summary





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## 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



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## Operational Challenges

### Transit System Revenues, by Source

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

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

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## Operational Challenges

### 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.





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## 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









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## Capital Challenges - Fleet

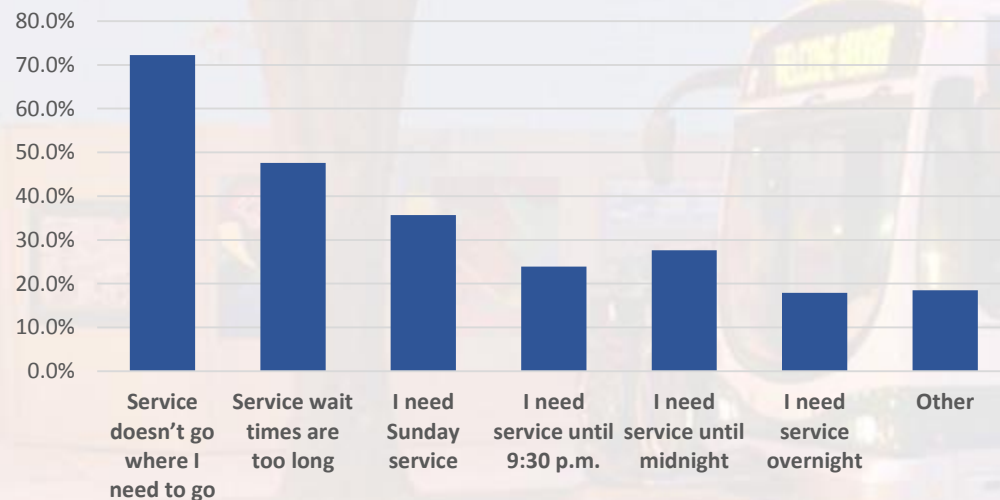
- 16 35-Foot Buses
  - Began 2017 with 21 buses. Had to dispose of five 2002 models due to age and the difficulty to obtain replacement parts
  - 4 vehicles are 2002 models – almost 4 years past their useful life
    - These will be the vehicles replaced by Proterra buses
  - 9 vehicles are at 50% of 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

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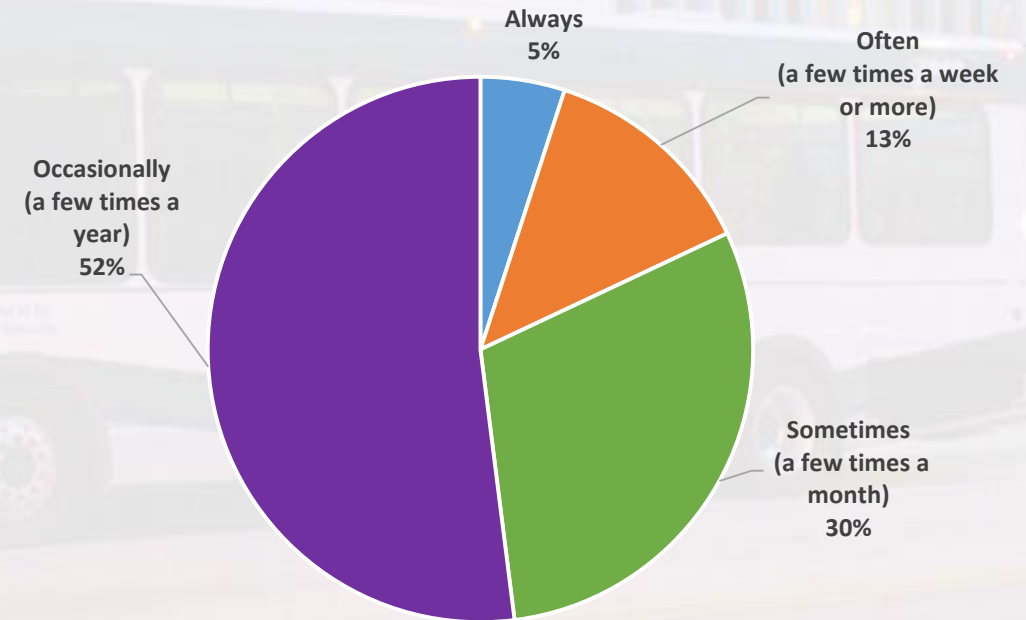
## Opportunities

- 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)

Why does the current system NOT meet your needs?



How often are you unable to drive because you can't afford it?



Source: Piedmont Health Foundation's 2016 Public Transit and Health Services Transportation Study



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## 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

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## 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





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## Opportunities, Continued

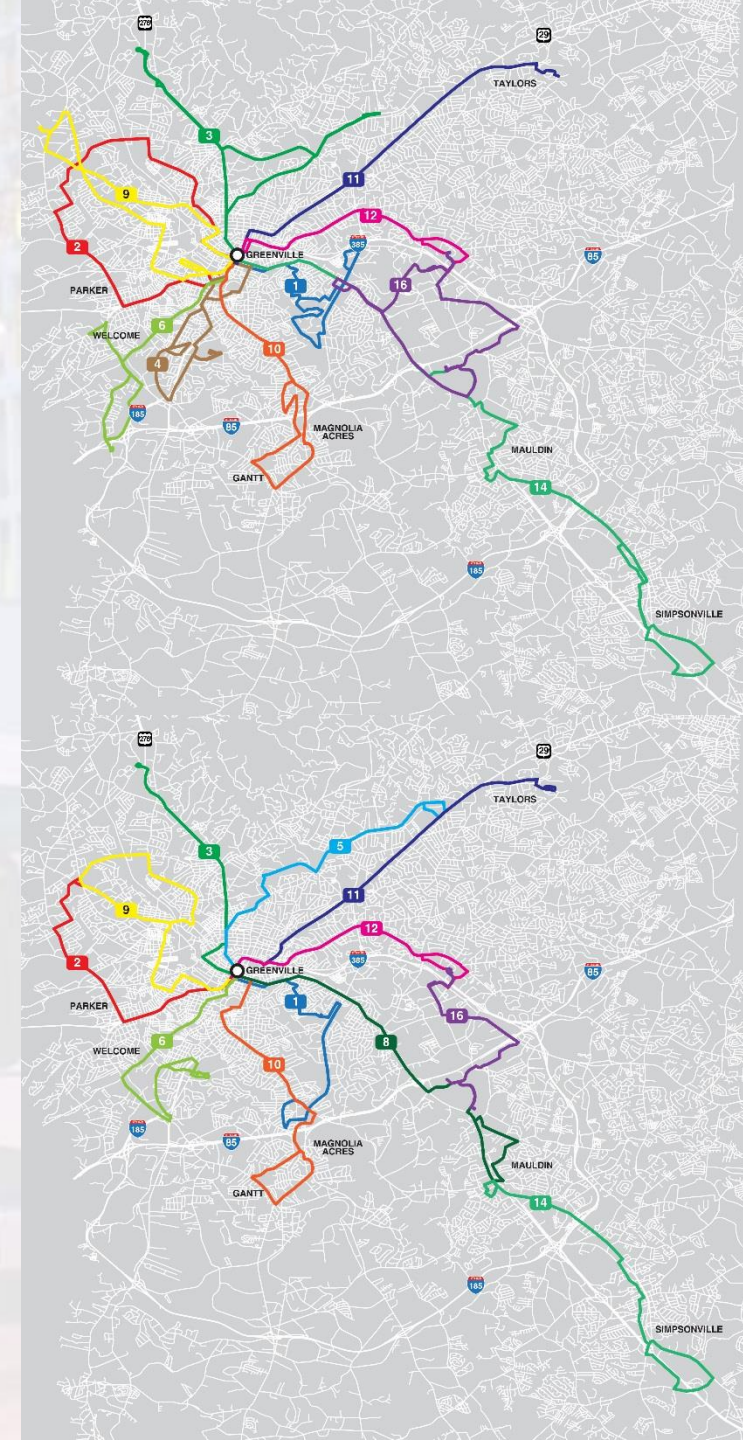
- **New Maintenance Facility**

- 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 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

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## 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





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## Opportunities, Continued

- 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 11:30p.m. and establish Sunday service



## INFRASTRUCTURE PRIORITIES



Transportation and Infrastructure Committee  
December 2017

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