



GTA BOARD OF DIRECTORS ANNUAL MEETING
County Square, 301 University Ridge, Greenville, SC

MINUTES

January 24, 2019

Members Present: Mr. George Campbell, Mr. Matt Carter (Treasurer), Ms. Addy Matney (Board Chair), Mr. David Mitchell (Vice Chair), Ms. Inez Morris, Mr. Dick O'Neill, Mr. Darren Scott

Greenlink Staff: Steve Chastain (Transit Dispatch Supervisor), Jasmin Curtis (Safety and Training Officer), James Keel (Asst. Transportation Director), Gary Shepard (Transportation Director), Kayleigh Sullivan (Transit Planning and Grants Coordinator)

Other City Staff: Karen Crawford (City Comptroller), Dave Derrick (Public Works), Matt Efird (Asst. City Manager), Lillian Fleming (City Council), George Fletcher (City Council), Wayne Owens (Public Works), Micah Snead (Sr. Accountant), Russell Stall (City Council), Mari Steinbach (Parts and Recreation)

County Staff: Lynn Ballard (County Council), Keith Brockington (County Planning), Dr. Sid Cates (County Council), Ennis Fant (County Council), Asangwua Ikein (County Transit Planner), Butch Kirven (County Council)

Others in Attendance: Brandy Amidon (Travelers Rest Mayor), Sherry Barrett (Upstate Forever), Renee Miller-Cotton (SCDOT), Monica Culbreth (GTA Transit Academy), John Don (Sen. Tim Scott's Upstate Office), Jacqueline Fisher (United Way), Doug Frate (SCDOT), Danielle Gibbs (Sen. Tim Scott's Upstate Office), Mike Maier (Fountain Inn City Council), Tish McCutchen (Jolley Foundation), Eric McCarthy (Proterra), Kat Moreland (Clemson University), Angie Omer (Sen. Lindsey Graham's Upstate Office), Katy Smith (Piedmont Health Foundation), Eric Vinson (Travelers Rest), Gage Weekes (Hollingsworth Funds)

Ms. Addy Matney, GTA Board Chair, called the meeting to order at approximately 12:00 noon.

Determination of Quorum and roll Call.

Mr. George Campbell made a motion to approve the December 18, 2018 Board Meeting Minutes. Mr. Dick O'Neill seconded the motion. There is no opposition. The motion carries.

Welcome and introduction (GTA Chair, Ms. Addy Matney): Chairman Matney stated that today we will recap the work done by GTA in 2018 and the outlook for 2019. Last year we expressed the need for increased mobility across Greenville County. Our biggest milestone for 2018 was approval of the Transit Development Plan. The objective laid out was a prioritized service plan which demonstrated how and where Greenlink should operate expanded services in the next four years from the short term goal of extending hours and increasing frequency of the existing service to the long term goal of route expansion. The plan shows how to increase participation in the process. We are proud of the outreach efforts we have made and the number of stakeholders that contributed to this plan. Greenlink has demonstrated we are doing all we can with investment received from local government. It is clear that improvement for mobility in Greenville County will require an increased local investment. It is now up to Greenville policy makers to decide if investing in mobility is a priority for the immediate future.

Public Comments (Limit to 3 minutes): Monica Culbreth stated she is honored to be a member of the Transit Academy. She is from New York and moved to Philadelphia and now resides in Greenville. She is used to being able to park her car and ride a bus. She was shocked when she caught a bus and the bus did not go where she thought it would go. It took an hour for another bus to come by. This was the first reason she wanted to be in the transit

49 academy. It is more than just dedicated funding to make the system work. People see mass transit for the poor. We
50 have to change the perception of who rides the bus.

51

52 **Greenlink Annual Report (Gary Shepard, Transit Director):**

53 **2018 Accomplishments**

54 Launched FindGreenlink app in March 2018. This provides real time location for customers, arrival time and seating
55 capacities. Desk top version available at TrackGreenlink.com for customers without a smart phone. Will also provide
56 text alerts for arrival information for customers waiting and stops without access to an app. The intelligent transit
57 system that powers the app also provides audio and visual announcements for upcoming stops inside the bus in order to
58 provide information for vision and hearing impaired passengers. The system is an important tool in the planning process
59 by providing boarding and alighting data for each stop.

60

61 We launched TouchPass Transit in December after a month long beta test with around 90 users. We are expanding our
62 fare collection process to smart cards and mobile application payment to allow customers to board without needing
63 cash or change which will reduce farebox maintenance repairs.

64

65 TDP Plan unveiled in 2018 looked at improving service and increasing funding. The goal of the plan is to make
66 Greenlink more useful for all residents and businesses throughout the City and County. The objective was to
67 demonstrate where and how Greenlink should focus improvements for years 2020 to 2024 to make a case for
68 increased funding by comparing Greenlink to peer agencies. In the immediate term the consultants evaluated 5
69 improvement options to existing core network. Improvements by Year:

- 70
- 71 ▪ 2020 - Expand weekday to operate until 11:30 pm. and Saturday hours 5:30 a.m. to 11:30 p.m. Paratransit hours
72 must match these service expansions.
 - 73 ▪ 2022 - Purchase vehicles for service frequency and new maintenance facility.
 - 74 ▪ 2023 - Change headway to 30 minute frequency.
 - 75 ▪ 2024 - Operate Sunday service with 60-minute frequency and extend paratransit service.

76

77 Together these improvements are expected to attract 678,000 new rides each year. To improve the core network, we
78 need an additional \$10 million in operating funds annually. The TDP conducted peer analysis against 8 other transit
79 agencies in the southeast and their annual operating budgets was \$17 million compared to Greenlink at \$5.2 million.
80 Raising our budget to \$10 million is still lower than our peer average.

81

82 Short term expansion looked at how Greenlink can continue improvements in 2025 - 2029. Here we can show
83 preliminary routes that would expand further and reach new places.

- 84 • Radial routes start in downtown Greenville and expand outward similar to our existing service. These would
85 provide more comprehensive service along Old Buncombe Road, Cedar Lane Road, Cleveland Street and Haywood
86 Road, Laurens Road and Woodruff Road, Church Street and Mills Avenue.
- 87 • Cross Town Routes would not connect into the downtown but instead travel along the perimeter connecting multiple
88 routes. Routes would cover Blue Ridge, Pleasantburg and Mauldin and another route serving a larger stretch of
89 White Horse Road.
- 90 • Connector routes would connect to the end of existing routes in order to stretch further to unserved areas. The plan
91 identifies a connector route in the Gantt community.
- 92 • Park and ride routes would connect outlying areas with downtown Greenville during peak commuting times. The
93 plan prioritizes a commuter route from Easley.

94

95 The nine new routes would bring our Greenlink's operating budget to roughly \$13 million per year. This is between
96 2025 and 2099.

96

97 Long term system improvements include a second wave of ten new routes to implement after 2029. Here we show new
98 Crosstown Routes serving Howell Rd. and additional connector routes expanding to new areas that cover Travelers Rest,
99 Greer, Pelham Road, Mauldin and Fountain Inn.

100

101 Lastly, Park and Ride Commuter Routes to serve U.S. 276, a route on 85 and another route on 385. Together these
102 nineteen routes could generate an estimated additional 786,800 rides annually. These routes would bring the annual
103 operating budget for Greenlink to approximately \$16 million which brings us to the annual operating budget of our
104 peers who in 2017 were at \$17 million.

105

106 In September 2018, the FTA announced \$366 million in grant awards under 5339(B) Bus and Bus facilities infrastructure
107 investment program which funds the replacement, rehabilitation and purchase of new buses and construction of bus
108 related facilities. A total of 107 projects in 50 states received a share of the funding. GTA will receive \$11 million for
109 construction of a new maintenance facility. GTA was the only grant recipient in S.C. A new maintenance facility was
110 identified as a vital investment needed for improved service by the 2017 Comprehensive Operational Analysis and the
111 Transit Development Plan.

112

113 In December 2018 the Greenville Chamber of Commerce unveiled its 2019 Legislative Agenda. It prioritized providing
114 GTA with the \$2.75 million needed to match \$11 million federal grant for the new maintenance facility and the \$1.4
115 million to cover the federal shortfall forecasted for FY20-21 in order to continue existing operations. We continue
116 partnerships with the Workforce Data Collaborative which is comprised of the Greenville Chamber, GADC and SC
117 Works to collect surveys regarding workforce barriers. This project has led to conversations with businesses and the
118 City of Mauldin which included a possible pilot project to help meet employee needs. County Council invited us to
119 present at their October 2, 2018 work session. This served as an important opportunity to provide a snapshot of
120 Greenlink's financial situation and to begin conversation on how to deal with the upcoming shortfall and fund
121 recommendations outlined in the Transit Development Plan.

122

123 What to Expect in 2019

124 We unveiled COA findings in August 2017. The COA found Greenlink uses limited resource more efficiently than its
125 peers. Given our limited resources the best way to improve efficiencies while remaining revenue neutral was to offer
126 bi-directional service on both sides of the road rather than loop routes when possible. Maintenance facility is too small
127 to serve current system. The recommended revenue neutral improvements to improve efficiencies consist of route
128 redesigns that will increase bi-directional routes by 62.9%, increase number of transfer points outside of downtown by
129 50%, and improve on time performance. Staff will locate new stops, create new stop signs, and design new route
130 maps. There will be a total of 93 new stops each requiring an encroachment permit from the SCDOT and coordination
131 with the appropriate Public Works Department staff to construct and install stops. Federal policy requires at least 30
132 days' notice before changes can be implemented.

133

134 GTA was awarded "Low No" grant by the FTA in 2017 in the amount of \$1.45 million. DHEC provided \$300,000
135 match which allowed the purchase of two Proterra E2 40-foot buses. City Council gave an additional \$1 million
136 appropriation which will provide local match for the purchase of 2 additional Proterra buses - bringing the Greenlink
137 electric fleet to 4 buses. These funds will also allow us to do midlife overhauls on 12 existing Greenlink buses which will
138 give us five more years of service. We will purchase 3 cutaways to replace outdated vehicles used for paratransit. In
139 2019, Greenlink will issue an RFP for engineering and design services for new maintenance facility. City Council
140 appropriated \$1.4 million of the \$2.7 million needed to access the \$11 million federal grant. New property has to be
141 located and purchased in order to begin engineering work. GTA will enter into an MOU with the City of Greenville to
142 market the existing facility at 154 Augusta Street. The sale of this property will go towards the construction of a new
143 facility. New maintenance facility vital prerequisite need to increase frequencies to 30 minutes as outlined in the TDP.

144

145 Development Committee Report

146 Mr. Mitchell stated that the usual reports were covered.

147

148 **The Development Committee recommends allowing Duke Energy Right of Way Agreement to put additional power**
 149 **line on property line of GTA 154 Augusta Street property. Since this is a recommendation from the Development**
 150 **Committee, a second is not required. There is no opposition. The motion carries.**

151

152 **Finance Committee Report**

153 **The Finance Committee recommends approving invoices in the amount of \$475,373.78 subject to the availability**
 154 **of funds. Since this is a recommendation from the Finance Committee, a second is not required. There is no**
 155 **opposition. The motion carries.**

156

| Date | Vendor | Description | Invoice # | Amount |
|----------|---------------------|---------------------------------------|-------------------|--------------|
| 1/15/19 | City of Greenville | December expenses | 84038 | 418,816.46 |
| 12/26/18 | Coach Crafters | Beginning of mid-life overhauls | FL18234 | 5,080.00 |
| 12/26/18 | Coach Crafters | Collison repair for bus 312 | FL18364 | 26,047.63 |
| 1/3/19 | Ivey Communications | Cameras and installation in terminal | 21991 | 13,954.46 |
| 12/19/18 | Proforma | Free Wax shelter signs | OK76018812 | 79.40 |
| 12/19/18 | Proforma | AA interior ads for buses | OK76018813 | 70.70 |
| 12/5/18 | Stertil-Koni | Transmission jack | 151595 | 7,539.00 |
| 1/9/19 | Synchromatics | Mobitat Easy rides hardware | 106434 | 1,200.00 |
| 1/10/19 | TD Card Services | Board lunches | 1102019GS-Board | 53.46 |
| 12/31/18 | Travelers | Deductible due for damages | 000551121 | 2,500.00 |
| 12/31/18 | TD Card Services | Underpaid TD bill from previous month | 12102018JK-BOARD1 | 32.67 |
| Total | | | | \$475,373.78 |

157

158 **2019 Slate of Officers:**

159 **Mr. George Campbell (Chair)/ Ms. Inez Morris (Vice Chair)/ Ms. Addy Matney (Treasurer).**

160

161 **A motion was made by Mr. Matt Carter to accept the slate of officers for 2019. Mr. David Mitchell seconded the**
 162 **motion. There is no opposition. The motion carries.**

163

164 **Mr. George Campbell, new Chair, stated that 2019 is going to mark a critical year for Greenville County, City of**
 165 **Greenville and the surrounding municipalities. Greenville is one of the most desired areas to live in the country.**
 166 **Business and Real estate development are booming. We have to figure out what kind of future Greenville will provide**
 167 **for us and most importantly for our children. Greenville County is still one of the hardest places in the country to climb**
 168 **the economic ladder. We cannot afford the insidious tax of complacency. The mission of the Greenville Transit**
 169 **Authority should be that no person in Greenville County should ever lose a job for lack of transportation. No business**
 170 **should ever pass us by for lack of access to workers. To accomplish this mission we have a comprehensive plan to**
 171 **improve service and relieve congestion and most importantly transition us to the new technologies of electric and**
 172 **autonomous vehicles. We have proven with indisputable data that Greenlink is the most efficient operator among its**
 173 **peers in the southeast. Greenlink riders are working people going to and from their jobs, education institutions, and**
 174 **healthcare facilities. Transit is a necessary infrastructure component. As the county sets a new budget, a decision must**
 175 **be made. Without the necessary funds we will have no choice but to reduce service and cut access. The question is,**
 176 **"Will you fund transportation?" This question is not just directed to County and City Council but for everyone in**
 177 **Greenville. Will you create the next chapter as something to bridge us to an independent authority with dedicated**
 178 **sources of revenue which will allow all stakeholders, whether public or private, to contribute to a brighter, more**
 179 **prosperous, more business friendly and greener Greenville?**

180

181 **Eric McCarthy asked what can be done to accelerate improvements outlined in the Director's report. Mr. Shepard stated**
 182 **staff had discussions with Mauldin on how we can help businesses in Mauldin. Sometimes communities drive us to that**
 183 **situation. We thought about new businesses and hotels. We shifted the meeting to see if they would be willing to**



184 partner with us and help pay costs so their employees could ride for free. We should be forming partnerships with
185 surrounding municipalities. If growth continues we need partnerships to pay for the service. We need to receive
186 dedicated revenue and be able to make purchases.

187
188 Councilor Ballard stated Mr. Shepard cited several different changes in order to increase to specified number of riders.
189 He asked where GTA is today on the number of trips? Mr. Shepard stated we have experienced a decline in ridership.
190 We are at around 850,000 trips per year. Improved service should boost ridership.

191
192 **Ms. Inez Morris made a motion to appoint Gary Shepard as GTA Board Secretary for 2019. Mr. Matt Carter**
193 **seconded the motion. There is no opposition. The motion passes.**

194
195 Mr. Carter said GTA can implement what the community desires. Funding limits the ability to move forward with the
196 service enhancements.

197
198 County Councilor Mr. Butch Kirven stated that GTA may have to find a new solution that works for Greenville.
199 Greenville has people who can accomplish this. The answer is not just County Council and our new budget. We have a
200 good plan and we really need public transportation. We must decide how to pay for it. Aspirations must be matched
201 to capabilities which are limited. New growth had been listed as part of the answer and new growth is problematic
202 because a lot of peer communities have sales tax with part being dedicated to transportation which could be a
203 possibility. All ideas need to be put on the table to come up with a formula for Greenville.

204
205 County Councilor Sid Cates stated that new ideas should involve not only buses but some type of Uber combination.
206 We need new innovation to incorporate both. He is pleased with what Gary and his staff were able to accomplish.
207 We need to think outside of box to get increases for GTA for both County and City.

208
209 Kat Moreland stated she is here representing Clemson. She is excited about the connection Greenlink is able to have
210 for Clemson students, faculty and staff to connect to Greenville County CUICAR property. She has heard from staff that
211 they have moved to Greenville because they can get to Clemson via bus. She was excited about the proposed Easley
212 Park and Ride presented. A Park and Ride option is one way that can truly consolidate people who have to go to the
213 same place. This is where Greenlink can make the biggest impact.

214
215 Gage Weeks stated we need to see how we can change the overall system for the better. There are a lot of people at
216 the meeting today who are stakeholders of the system and others who care about public transportation. As a funder
217 interested in system change, Hollingsworth is prepared to step up and invest in some type of future discussion. There
218 are multiple stakeholders around the table who are solution-focused and want to explore this. Hollingsworth is ready to
219 be a partner.

220
221 **Mr. David Mitchell made a motion to adjourn. Mr. Matt Carter seconded the motion. There is no opposition. The**
222 **motion carries.**

223
Prepared by: Lorrie Brown Date: 2/28/19
Lorrie Brown, Greenlink Administrative Asst.

Approved by: Geo Campbell Date: Feb 28, 2019
Mr. George Campbell, GTA Board Chairman

224