



GREENVILLE TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING

County Square – Conference Room D
301 University Ridge
Greenville, SC 29601

MINUTES

August 25, 2022

Members Present: Mr. Stephen Astemborski, Ms. Santora Bowling, Ms. Addy Matney (Vice Chair),
Mr. David Mitchell, Mr. Sean Rusnak, Ms. Amanda Warren (Treasurer), Ms. Walker Smith (Chair)
Greenlink Staff: James Keel (Director), Nicole McAden (Marketing and Public Affairs Mgr.)
Other City Staff: Karen Crawford (Deputy OMB Director), Dorothy Dowe (City Council), Kristina Junker (Budget Administrator)

Ms. Walker Smith, Chair, called the meeting to order at approximately 12:40 p.m.

Quorum established.

Ms. Amanda Warren made a motion to approve the July 28, 2022 GTA Board Meeting Minutes. Ms. Addy Matney seconded the motion. There is no opposition. The motion carries.

No Public Comments related to items on the agenda.

Note: Mr. David Mitchell and Mr. Sean Rusnak arrived before the Health Justice Grant Opportunity presentation.

Health Justice Grant Opportunity (Presented by Mike Winiski, Director of Applied Sustainability Research Shi Institute for Sustainable Communities, Furman University):

Grant Highlights:

- Supports development of local data ecosystems that promote equity
- Recognizes a lot of data systems can promote inequities by failing to: 1) Consider local context and history; 2) Involve communities equitably; 3) Enlist community members; 4) Share data with shareholders in a way that's actionable and just; and 5) Address well-being in a holistic manner
- Promotes innovation and collaboration across sections and institutions
- Provides up to \$1 million over a 3-year period
- Promotes system-level, community-informed, equitable-data-driven change
- Funded by Robert Wood Johnson and the de Beaumont Foundation

Greenville data often resides in silos. Furman University has worked on projects with many community organizations throughout Greenville. Vision is to unify plans in one place and make data publicly available. Propose looking at infrastructure including state of bus stops and walkways. Propose partnerships with the following:

- 1) LiveWell Greenville would be lead advocate to apply and oversee the grant.
- 2) DHEC who is on board with sharing data and utilizing data on decisions moving forward in forming policy.
- 3) Greenlink's role could be sharing information about ridership, planned routes, bus stop info and demographics.
- 4) Furman University would pull data together and be involved with qualitative and quantitative analysis and building technical infrastructure and data procurement.

No budget must be supplied with the first round. Envision money would be available to support a full or part time Coordinator, etc. Also envision the need for an advisory board and compensation for community participants and training and software for data collection.

Elements of letter of support from Greenlink:

- Statement of support to delve into the initiative more deeply. Items in GTA mission statement already calls for enhanced community mobility, creating a more viable sustainable and equitable community.
- Add a brief statement about previous collaborations with Furman and LiveWell Greenville.
- Brief statement of willingness to share data.
- Brief statement of willingness to consider insights from data ecosystem in future decision-making.

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Grant timeline:

- Narrative due 8/31/22 which includes letter of support
- Find out if invited to phase 2 of the application process in November
- In January 2023, turn in full application
- Interview applicants from phase 2
- Next is phase 3
- Notifications in summer of 2023

Mr. Keel stated a formal motion is not needed. The consensus of the Board is to proceed and prepare a letter of support for the grant.

Director's Report (Presented by Director James Keel):

- Greenlink has 7 driver openings that need to be filled before Saturday service extensions can be implemented. Applications have decreased since last meeting. Greenville County Schools now pays \$1.50 more per hour than Greenlink.
- Greenville County BZA denied request to downsize 1800 square foot Pavilion on the site for new facility.
- Still not granted land disturbance permit from Greenville County to start construction.
- On time performance increased to 12 % from June.
- ITS procurement awarded to EQUANS.
- Budget amendments for the Proterra contract and Phase II of Bus Stop improvements will be presented today.
- Greenlink received a RAISE grant for nearly \$6 million to improve approximately 336 bus stops. This will be a four-year process to get everything updated.

Update on Facility Funding (Director James Keel):

Projected cost for new facility is \$46,270,000 based on not putting in Compressed Natural Gas (CNG) station. Staff cannot recommend full value engineering (VE) options right now because a lot of the VE will occur during construction with costs coming from subs. Architectural and engineering, project management, furniture, Proterra charging infrastructure and construction help make up the \$46 million dollars. There are funding assumptions based on Augusta Street property selling for appraised value of \$12.7 million. GTA was not awarded either funding 5339 funding staff applied for. There is some money in Mauldin/Simpsonville urbanized area which could be used towards the facility. Getting this money approved for this project would get lessen the shortfall to \$4.3 million which would put us in the building, but not have CNG station. This number based upon sale of property and Mauldin-Simpson funds.

GTA denied SC Recreation Trails funds for the park. SCDOT did not award us funding requested, but \$55 million is still available. GTA is still advocating for funding from this available SCDOT source. The state of SC did not approve money in the state budget and GTA was not awarded 5339B funding or RAISE grant funding as requested. A \$40,000 grant application is outstanding for the transportation alternative program. Did not get any of the \$2.6 billion appropriated by the USDOT in the past two weeks. GTA was 1 of 2 organizations granted RAISE money in SC; City of Charleston was the other. SC had the lowest RAISE awarded funds per capita at \$2.46, with the average being \$12.50. The highest was Alaska at almost \$59 per capita. Grant 5339B awarded to Clemson Area Transit (only SC state awardee at \$3.9 million). GTA still requesting \$8 million in funding to complete the project (including the CNG station).

Mr. Astemborski was not sure CNG is necessary. He questioned whether hydrogen was being discussed as option for transit agencies. Mr. Keel stated there is a lot of talk about hydrogen which has expensive set up and needs about 40 vehicles in fleet to reach breakeven on infrastructure cost because station costs between \$8 and \$12 million. Hydrogen is made using compressed natural gas or using water and electrolysis which has a high electrical cost. CNG vehicles are cheaper than electric vehicles. Mr. Keel does not know if it makes sense to put in CNG stations right now. GTA does have \$2.5 million to buy CNG or diesel buses. Can look at hybrid electric vehicles to make the transition. Thirteen diesel buses are eligible for replacement next year. No local match available to apply for money to purchase new vehicles. To make things more attractive for potential partnerships, Mr. Astemborski suggested looking at rebranding name for O&M facility to Greenville Sustainable Operations Facility since a lot of companies would like to be part of a green initiative.

Ms. Matney questioned what was holding up SCDOT's disbursement of the \$55 million funds. Mr. Keel stated that before the pandemic, funding was coming into the state through 5307 (preventive maintenance) and 5310 (MPOs). There is 5311 for rural transit systems. There is 5309 funding (buses and bus facility). The 5311 funding requires local matches, which the SCDOT was providing. CARES money went down same funding streams as the other funding but did not require any matches. The 5311 monies have been adding up in the meantime since agencies had to use CARES funds first. SMTF money adding up;



115 there is more federal money than local money to match it. SCDOT has task force to decide how to spend money. Taskforce
 116 will make recommendation to the commission.
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118 Ms. Matney stated that the City originally committed to \$4 million for new O&M facility but has only given \$1.4 million. She
 119 questioned whether the Board should press for the rest of the commitment. Mr. Keel said she is correct that in 2018 the City
 120 made a local match commitment for \$4 million. GTA was awarded \$11 million, and in order to draw down the \$11 million
 121 funds, a \$2.75 million commitment was required at a local level to draw down 100% of those funds. The City told
 122 GTA/Greenlink to ask the County for the remaining local match. Ms. Matney stated this is what led to the County donating
 123 land. Ms. Matney stated that since the City would like for GTA to move and sell the property wouldn't the money be better
 124 spent finishing up the project construction rather than spending the money to move us somewhere. Mr. Keel said he would
 125 pass the question along to the City.
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127 **Public KPI Dashboard available for review – <https://info.greenvillesc.gov/pages/greenlink-performance>**
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129 **City's Monthly Financial Report for June 2022 (Presented by Budget Administrator Kristina Junker):** Fiscal year ended in
 130 June. Amounts presented are unaudited. Passenger revenue for year up by around 10% over prior year. Advertising
 131 revenue was almost the same amount even though we are now using StreetLevel Media. Park and Ride amount is what is
 132 expected for the year. Salary and wages up. Fuel costs almost doubled over last year. Federal grant receipts are
 133 \$748,061 over prior year due to higher operating expenses requiring federal reimbursements. State grant receipts are
 134 higher by \$82,587 due to increase in funding.

135 **Accounts Receivable:** At end of June was \$695,931.85. As of 8/19/22 balance was \$20,813.68.

136 **Accounts Payable:** At end of June \$1,068,541.47. Amount due at 7/28/22 was \$156,724.00 which is what is due to the
 137 FTA and a late Skanska invoice.
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139 **Action Item: GTA Invoices:**

Date	Vendor	Description	Invoice #	Amount
7/1/22	Account, Inc	Annual software renewal	20221444	5,263.75
7/31/22	Burr Forman LLP	Legal services	1328915	970.00
7/31/22	City of Greenville	July expenses	89235	354,840.94
7/26/22	John June	Bike locker refund	CR	40.00
7/27/22	Reeves Young	Preconstruction architectural	003	20,000.00
6/27/22	Skanska	June O&M professional services	2121803-17	25,000.00
7/29/22	Skanska	July O&M professional services	2121803-18	25,000.00
8/17/22	TD Card	Wireless backup camera	8172022-KS-2	199.98
8/9/22	TD Card	Bulletin Boards	892022-JK-2	973.46
7/19/22	Victor Stanley	Bench purchases	S150995	2,180.00
7/31/22	Wendel	Architectural services	700854	18,406.02
Total				\$452,874.15

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 141 **Mr. Stephen Astemborski made a motion to pay invoices totaling \$452,874.15 subject to the availability of funds.**
 142 **Ms. Addy Matney seconded the motion. There is no opposition. The motion carries.**
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144 **Discounted Fares for Veterans (Presented by Marketing & Public Affairs Manager Nicole McAden):** Greenlink currently
 145 offers half fare for senior citizens, people with disabilities and Medicare recipients with proof of eligibility. Greenlink staff
 146 have received requests to add veterans to the reduced fare category. Staff looked at peer agencies and only 2 of 8
 147 included veterans (Columbia and Greensboro). If this change is approved, staff would have to update website and EasyID
 148 application. Veterans would have to show a veteran's ID card, a Veterans health identification card, department of defense
 149 common access card, uniformed service ID, a SDMV issued license or ID with a Veteran designation, or a certified DD-214
 150 form. Fare change policy as outlined in the Title VI plan states that public hearings will be held and fare equity analysis
 151 done when the thresholds are met for any fares increased or decreased and when fare products are introduced or
 152 eliminated. Staff proposes to start surveying our riders in September, send emails, partner with non-profits that work with
 153 veterans and ask booth to poll customers when purchasing passes. Request having next board meeting (September 22) act as
 154 public hearing. Staff would present fare equity analysis in October.
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156 **Ms. Amanda Warren made motion to direct staff to proceed with the public involvement process including a public**
 157 **hearing at the September GTA meeting and drafting a Title VI Fare Equity Analysis to evaluate the introduction of**
 158 **reduced fares for veterans. Motion was seconded by Mr. Stephen Astemborski. There is no opposition. The motion**
 159 **carries.**

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Action Item: Resolution 2022-16 – 2022 Transit Asset Management (TAM) Plan Update (Presented by Transit Planner Liston Mehserle): Reviewed 2022 Transit Asset Management Plan. Plan requires an inventory of the number and type of capital assets. This data includes condition assessments and performance results, projected targets for the next fiscal year and a narrative report on changes in a transit system conditions and the progress towards achieving previous performance targets on an annual basis. Provides roadmap for future improvements. This is an FTA requirement and must be done and integrated into the NTD every 4 years. FTA requires the 2022 TAM plan be completed in October.

Mr. David Mitchell made a motion to adopt the 2022 Transit Asset Management Plan Update by way of Resolution # 2022-16. Mr. Stephen Astemborski seconded the motion. There is no opposition. The motion carries.

Resolution 2022-17 – FY23 Budget Amendment #2 and Contract for AOS Contractors and Proterra Transit (Presented by Director James Keel): In 2020 GTA applied for FTA 5339(c) funding for Low or No emissions vehicles using a million dollars in local funds generated from Michelin Foundation via Ten at the Top (\$600,000), Greenville Health Authority (\$300,000) and Hollingworth Funds (\$100,000). GTA was the only grantee to receive full funding with the award totaling \$6,277,325. Staff working with Proterra Operating Company for manufacturing, purchase and delivery of electric vehicles and related charging equipment. Pricing changes have occurred with 7% bus increase from 2020 to now. Proterra will not be paid for ITS and fare collection systems. Warranty increased by 130% from \$75,000 to \$450,000. Cost of bus went from \$963,000 to \$1,090,598 per vehicle. Therefore, the number of buses planned for purchase decreased from 6 to 5. Cost of charger went from \$496,000 to \$716,000 since changed to mega charger where 14 vehicles can be charged. GTA has funding to move forward with Proterra. Contract ready to go but waiting to hear back from Proterra on a couple of legalities. Contract is basically the same with some modifications based on FTA requirements. Buses will not be delivered until maintenance facility is complete. However, charger needs to be fast tracked since it is part of installation. Total cost with buses and charger is \$6,168,990. Staff held a second solicitation for bus stop improvements and successful bid is \$401,835. Contract #1 is with Proterra Operating Company for buses, contract #2 is with Proterra Operating Company for charging equipment and contract #3 is for contract with AOS Specialty Contractors for bus stop improvements.

Mr. Stephen Astemborski made a motion to approve and adopt the fiscal year 2022-2023 Capital Budget Amendment No. 2 and authorize contracts with Proterra Operating Company, Inc and AOS Specialty Contractors by way of Resolution 2022-17. Mr. David Mitchell seconded the motion. There is no opposition. The motion carries.

Staff Assignee & Other Important Updates (Presented by GTA Board Members): Ms. Warren noted Kayleigh Cleek being awarded 40 under 40 national award by Mass Transit Magazine.

No Public Comments related to items not on the agenda.

Ms. Addy Matney made a motion to adjourn. Mr. David Mitchell seconded the motion. There is no opposition. The motion carries.

Prepared by: Lorrie Brown Date: 9/22/22
Lorrie Brown, Board Secretary

Approved by: Walker Smith Date: 9/22/22
Walker Smith, Chair

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