

2017

Greenville-Pickens Area  
Transportation Study  
(GPATS)

301 University Ridge S-3200,  
Greenville, SC 29601

# **[COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN]**



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## Overview

The *Coordinated Public Transit - Human Services Transportation Plan* focuses on accessing and setting transportation goals in the [Greenville-Pickens Area Transportation Study \(GPATS\)](#) urbanized area, for specific groups that have transportation challenges. These specific groups of people include those who are elderly and or disabled who cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility and welfare recipients and eligible low-income individuals to get to and from jobs and activities related to their employment.

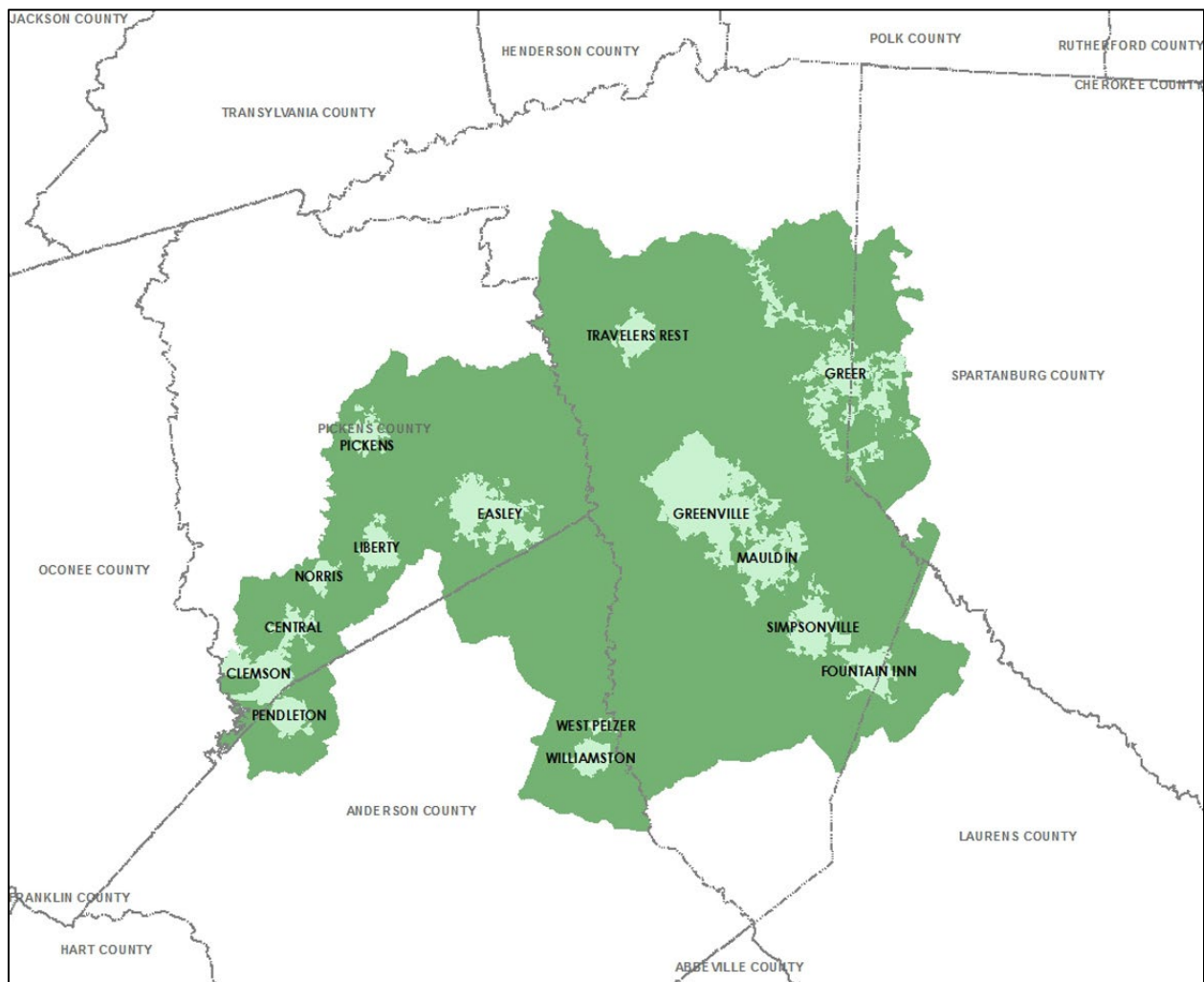
One of the revenue sources that are used to fund transportation for these specific groups of people is the Federal Transportation Administration (FTA) [5310 Funds](#). But before [5310 Funds](#) can be allocated, GPATS must draft and adopt a *Coordinated Public Transit - Human Services Transportation Plan*.



## Community Summary

GPATS is the urbanized area in northwest South Carolina – aptly referred to as the Upstate. GPATS covers a significant portion of Greenville County and Pickens County, and smaller portions of Anderson, Laurens, and Spartanburg counties. It contains the municipalities of Central, Clemson, Easley, Fountain Inn, Greenville, Greer, Liberty, Mauldin, Norris, Pelzer, Pendleton, Pickens, Simpsonville, Travelers Rest, West Pelzer, and Williamston. It covers an area of 777 square miles and is home to more than 500,000 residents. [Figure 1](#) illustrates the boundaries of the GPATS region and the jurisdictions within.

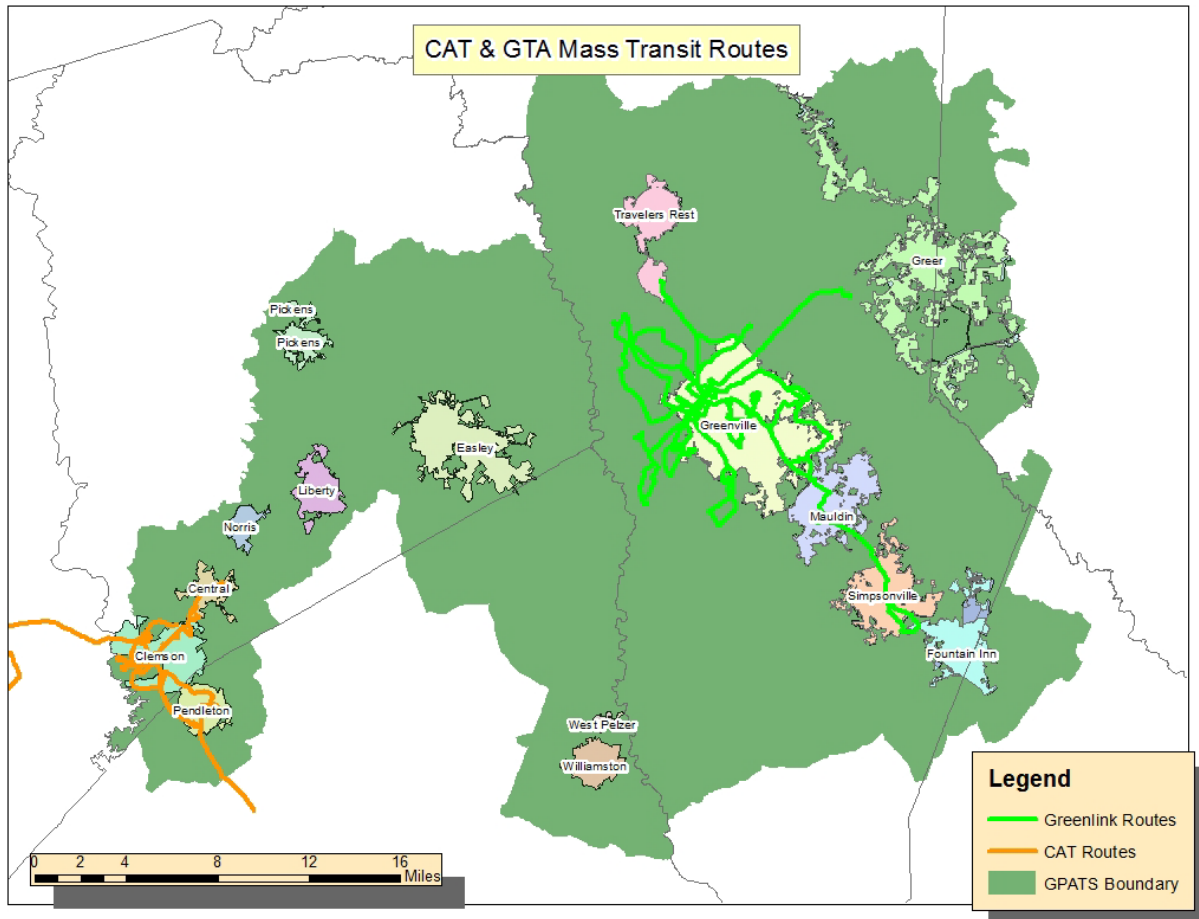
Figure 1: GPATS Boundary



## Existing Mass Transit within the GPATS Region

There are two mass transit providers within the GPATS region: [Clemson Area Transit \(CAT\)](#) and [Greenville Transit Authority \(GTA\) dba Greenlink](#). The transit routes for both providers can be seen in [Figure 2](#).

Figure 2: CAT & GTA Mass Transit Routes



## Clemson Area Transit (CAT)

CAT primarily serves the city of Clemson and Clemson University (CU) with ten routes. This includes service to Seneca, Central, Southern Wesleyan University, Pendleton, Tri-County Technical College. Depending on the route, the frequency of the service ranges from 7 – 60 minutes, displayed in [Chart 1](#). The vast majority of its services occur on the weekdays, with sparse service on Saturdays and even less on Sundays and Holidays. CAT just concluded a study that looked at its current service and ways that it can improve its service area and frequency. One of the biggest challenges that CAT faces is congestion in the area that slows down the speed of its buses. The Clemson Commuter was operated by GTA before it was passed on CU. CU then closed the route to the public; only CU personnel – students & staff – can ride the Clemson Commuter at this time.

Chart 1: CAT's Span of Services

			Mon - Thurs															
			Frequency								Frequency				Frequency			
Serial	Agency	Route: *Only during Fall & Spring Semesters	Morning	Midday	Evening *Every 60 minutes Starting 9 PM	Friday *Every 60 minutes Starting 12 AM *Every 18 minutes After 2 PM	Start	End	Saturday *Every 1/2 Hour between 8 PM - 12 PM	Saturday Start	Saturday End	Sunday	Sunday Start	Sunday End	Holidays	Holiday Start	Holiday End	Holidays *Check School PM on Friday
1	CAT	Blue*	12	12	12	12	7:30 AM	5:30 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	CAT	Highpointe/Pier - C.U.	60	60	60	60	7:00 AM	30:15 PM	60	7:00 AM	6:15 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	CAT	Highpointe/Pier - TCIC	60	60	60	60	7:30 AM	30:50 PM	60	7:30 AM	2:50 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	CAT	Orange*	7	7	7	07/30	7:30 AM	5:30 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	CAT	Pendleton	60	60	60	60	6:50 AM	6:20 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	CAT	Purple*	7	7	7	07/30	7:30 AM	5:30 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	CAT	Red*	30	30	30/60	30/60	6:50 AM	3:00 AM	30/60	7:00am	3:00 AM	60	7:20 AM	3:00 AM	60	6:50 AM	6:30 AM	
8	CAT	SenecaBusiness	60	60	60	60	6:20 AM	6:20 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	CAT	SenecaExpress	60	60	60	60	5:50 AM	6:25 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	CAT	SenecaResidential	60	60	60	60	6:20 AM	6:20 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Frequency								Frequency				Frequency			
Serial	Agency	Clearst Route: *Only during Fall & Spring Semesters	Morning	Midday	Evening	Friday	Start	End	Saturday	Start	End	Sunday	Start	End	Holidays	Start	End	
1	Clemson University	Commuter	30/60	30/60	30/60	30/60	7:30 AM	5:30 PM	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

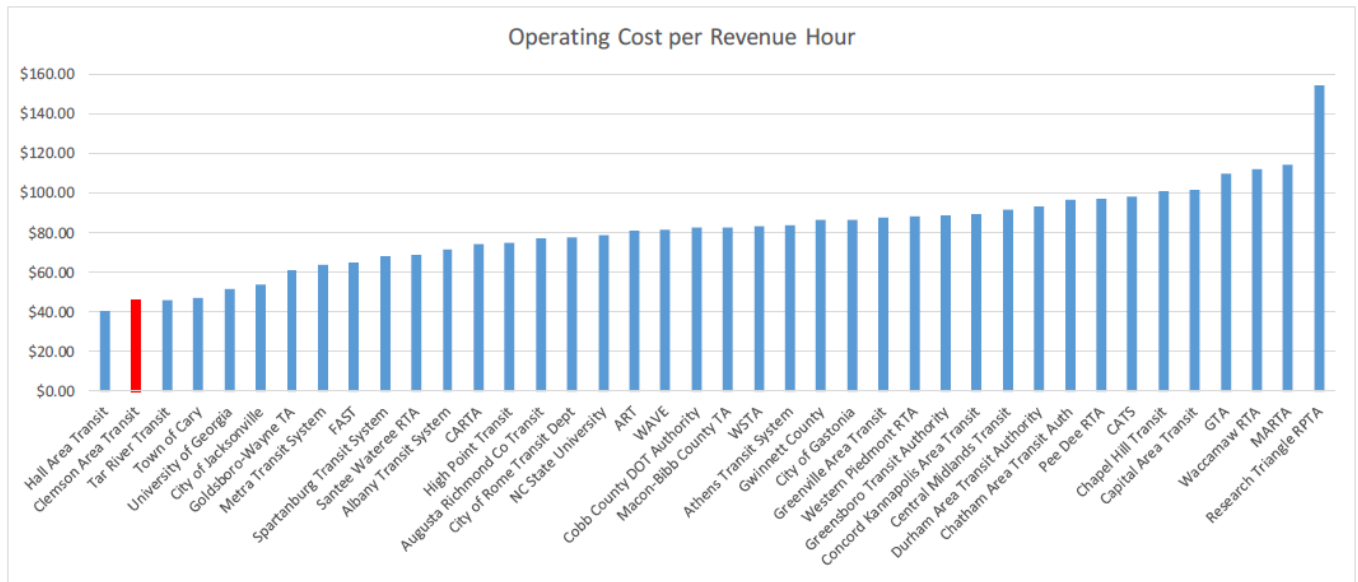
CAT owns one vehicle that they operate to provide paratransit services exclusively for people who are unable to walk to fixed routes services. The service is seldomly used by people who are elderly and disabled. Matter-of-fact, most transportation services for people who are elderly and disabled in the region are provided by third party transportation providers.

During the 2017 Clemson Reimagining Study, [Dan Boyle & Associates](#) conducted a peer analysis comparing how CAT performs compared to other transit systems in similarly sized cities.

It is also useful to understand how CATbus performs compared to its peers. The National Transit Database (NTD) contains information on every transit agency that receives funding through the FTA. [Figure 3](#) presents operating cost per revenue hour for all bus systems in North Carolina, South Carolina, and Georgia that operate a least five buses. CATbus (shown in red) ranks second among the 40 transit agencies, trailing only a small 8-bus transit agency in Gainesville, GA.

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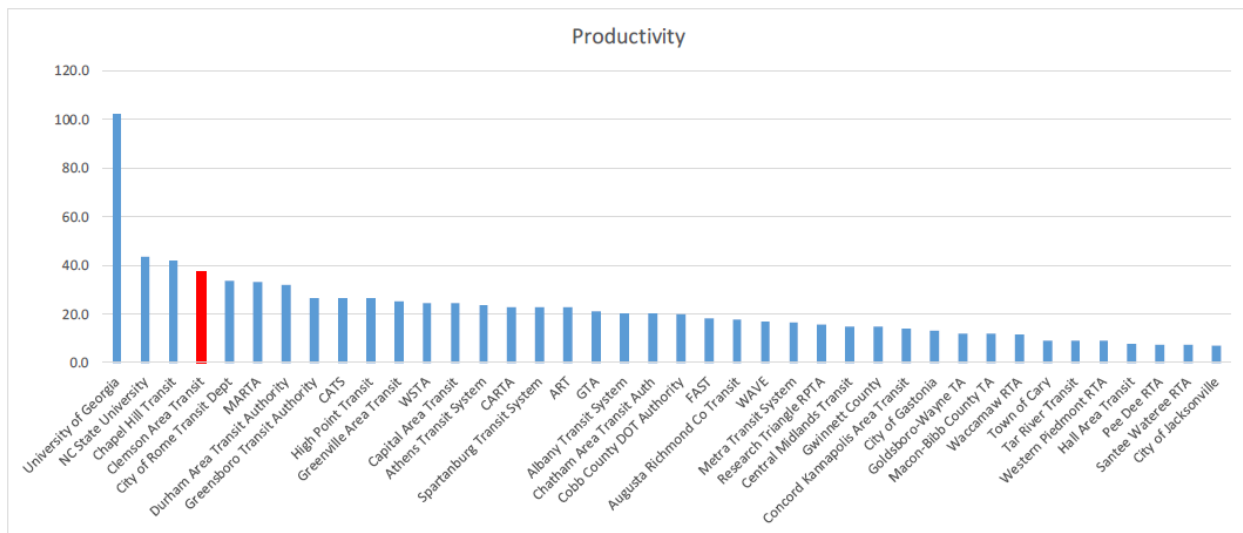
Figure 3: Operating Cost per Revenue Hour for Peer Agencies



Source: National Transit Database 2015 Data for Fully Reporting Systems; 2014 for Others

Figure 4 presents productivity (passenger boardings per revenue hour) for all bus systems in North Carolina, South Carolina, and Georgia that operate at least five buses. CATbus ranks fourth among the 40 transit agencies, behind three large university systems.

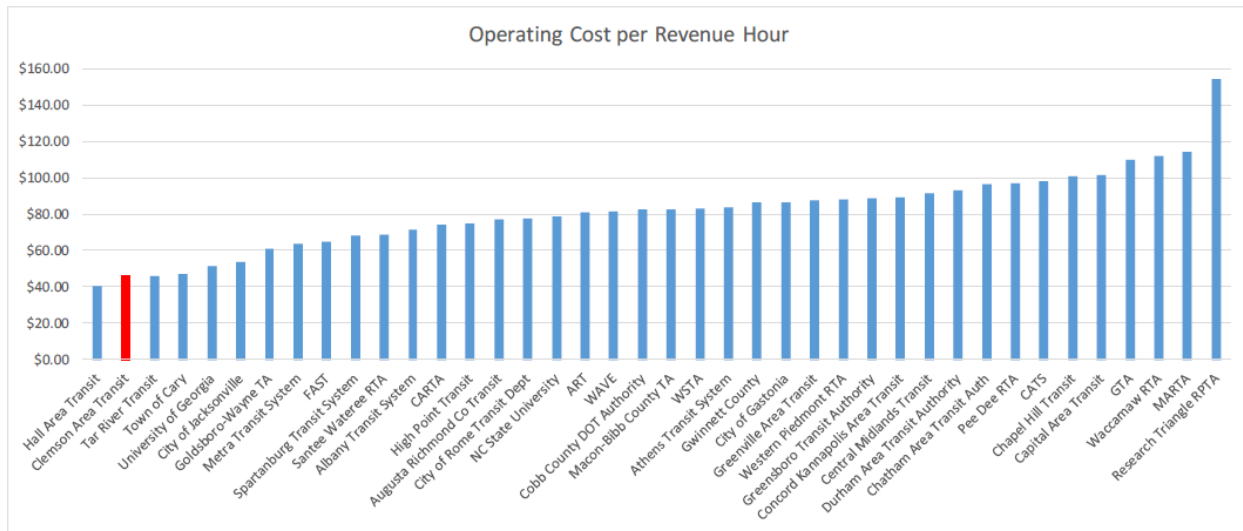
Figure 4: Passenger Boardings per Revenue Hour for Peer Agencies



Source: National Transit Database 2015 Data for Fully Reporting Systems; 2014 for Others

Figure 5 presents operating cost per revenue hour for all bus systems in North Carolina, South Carolina, and Georgia that operate at least five buses. CATbus is highlighted in red. CATbus ranks second among the 40 transit agencies, trailing only a small 8-bus transit agency in Gainesville, GA.

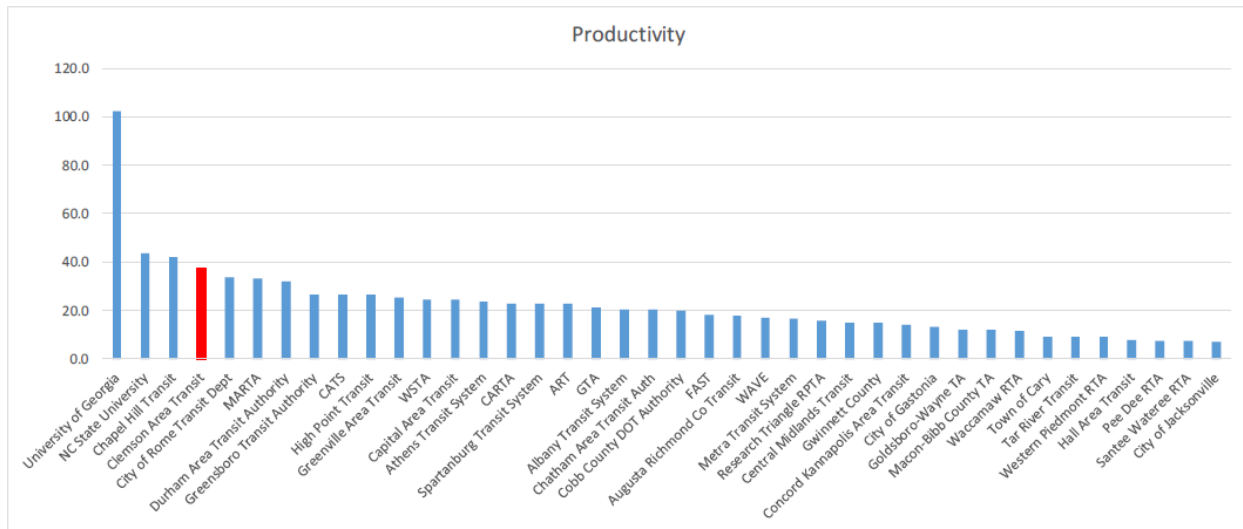
Figure 5: Operating Cost per Revenue Hour for Peer Agencies



Source: National Transit Database 2015 Data for Fully Reporting Systems; 2014 for Others

Figure 6 presents productivity (passenger boardings per revenue hour) for all bus systems in North Carolina, South Carolina, and Georgia that operate at least five buses. CATbus ranks fourth among the 40 transit agencies, behind three large university systems.

Figure 6: Passenger Boardings per Revenue Hour for Peer Agencies



Source: National Transit Database 2015 Data for Fully Reporting Systems; 2014 for Others

## Greenville Transit Authority (GTA) dba Greenlink

GTA primarily serves Greenville County and three cities within including Greenville, Mauldin, and Simpsonville with twelve routes. Depending on the route, the frequency of the service ranges from 30 – 60 minutes, displayed in the [Chart 2](#). The vast majority of its services occur on weekdays, with less service hours on Saturdays. Outside of the downtown trolleys, no service is provided on Sundays and Holidays. GTA is currently conducting a Comprehensive Operational Analysis (COA) which will end in fall of 2017. One of the biggest challenges that GTA has is lack of funding, while they continue to lose what little funding they do have to ballooning paratransit cost.

Chart 2: GTA's Span of Services

			Mon - Thurs						Frequency		Frequency		Frequency		Frequency		
Total	Agency	Route Number	Morning	Midday	Evening "Everyday" riders Starting 7 PM	Friday "Every 60 minutes Starting 7 PM"	Start	End	Saturday	Saturday Start	Saturday End	Sunday	Sunday Start	Sunday End	Holidays	Holiday Start	Holiday End
1	Greenlink	1	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
2	Greenlink	2	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
3	Greenlink	3	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
4	Greenlink	4	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
5	Greenlink	6	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
6	Greenlink	9	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
7	Greenlink	10	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
8	Greenlink	11	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
9	Greenlink	12	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
10	Greenlink	14	60	60	60	60	5:30 AM	7:30 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
11	Greenlink	16	30	30	30 / 60	30 / 60	5:30 AM	9:00 PM	60	8:30 AM	6:30 PM	N/A	N/A	N/A	N/A	N/A	N/A
12a	Greenlink	12a *Thursdays & Fridays	N/A	N/A	30 / 60	30 / 60	6:00 PM	11:00 PM	30	10:00 AM	11:00 PM	30	1:00 PM	5:00 PM	N/A	N/A	N/A
12b	Greenlink	12b *Thursdays & Fridays	N/A	N/A	30 / 60	30 / 60	6:00 PM	11:00 PM	30	10:00 AM	11:00 PM	30	1:00 PM	5:00 PM	N/A	N/A	N/A

GTA's primary clientele are people who cannot afford private cars and those who are unable to drive a car due to a disability or legality and use Greenlink as their primary transportation option. For those who are elderly and disabled, it can be burdensome just for them to reach fixed route services. For those who live within ¾ miles of fixed routes services, they have the option to use paratransit that will pick them up at their residence and drive them to fixed route services so they can complete their trip.

A peer analysis was conducted by [Connetics Transportation Group \(CTG\)](#) comparing how Greenlink performs compared to other transit systems in similarly sized cities. A total of five cities were selected for peer review:

- Columbia, SC
- Charleston, SC
- Winston-Salem, NC
- Greensboro, NC
- Asheville, NC

These five cities were selected because they are of similar size to Greenville, are located nearby geographically, and operate with similar local and state funding constraints.

Transit data from these five cities was obtained from the NTD for fiscal year 2015, the most recent year available for public review. This data is provided in [Table 1](#). Data for each peer city is shown, along with the peer average, and the Greenlink data.

In comparing the urbanized service area, [Table 1](#) shows the Greenville urbanized area population, size and density is like the peer average. However, when switching to the service area comparison we see differences, with Greenville service area having a slightly smaller population, a significantly larger service area, and therefore less population density in the service area.

Turning to service characteristics, we see Greenlink operates much less service than most of its peers. Only Asheville (ART) operates fewer hours and miles of service. Also noteworthy is how much more service Charleston (CARTA) operates. Greenlink has the lowest operating costs, but also the lowest ridership of the peer group.

For service supplied, Greenlink is providing fewer service hours and miles relative to its service area. This is most apparent in service provided per square mile, with Greenlink averaging 288 revenue hours per square mile of service area, while the peer average is 1,284 revenue hours per square mile.

In the ridership productivity category, we see that Greenlink is much less productive than the peer average. Greenlink averages 4.3 trips per capita (peer average is 13.3), 0.9 trips per revenue mile (peer average is 1.7), and 16.5 trips per revenue hour (peer average is 22.4). Based on the size of Greenville, Greenlink should be more productive than it is.

For vehicle utilization, [Table 1](#) shows that Greenlink operates more revenue hours per peak vehicle and more revenue miles per peak vehicle than the peer average. Greenlink is getting more service out of its vehicles than other similarly sized transit agencies.

The final category, cost efficiency, shows a varied result. Greenlink is spending less than its peers per capita, which indicates that the system is underinvested. However, on cost per revenue hour and cost per revenue mile of service, Greenlink cost less than its peers. This means Greenlink is running a lean system and is efficient with the dollars that it spends on the system.

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Table 1: Peer Analysis Data (From 2015 NTD)

Category	Greensboro, NC GTA	Winston-Salem, NC WSTA	Asheville, NC ART	Columbia, SC The	Charleston, SC	Peer Average	Greenville, SC
<b>Urbanized Area</b>							
Population	311,810	391,024	280,648	549,777	548,404	416,333	400,492
Size (square miles)	185	323	265	380	293	289	320
Population Density	1,685	1,211	1,059	1,447	1,872	1,440	1,252
<b>Service Area</b>							
Population	269,666	199,555	83,393	254,000	543,209	269,965	188,191
Size (square miles)	127	108	45	129	137	109	87
Population Density	2,123	1,848	1,853	1,969	3,965	2,472	2,163
<b>Service Characteristics</b>							
Vehicles Operated in Maximum Service	41	36	16	36	73	40	17
Revenue Hours	159,584	131,946	64,345	138,974	206,088	140,187	65,443
Revenue Miles	2,075,635	1,537,221	949,550	1,596,625	2,794,908	1,790,788	1,133,604
Passenger Trips	4,270,997	3,240,427	1,458,306	2,059,884	4,748,310	3,155,585	1,076,667
Passenger Miles	16,614,178	7,874,238	4,681,162	4,751,310	22,222,091	11,228,596	5,491,002
Passenger Miles per Trip	3.89	2.43	3.21	2.31	4.68	3.56	5.10
Total Operating Expense	\$14,161,628	\$10,974,220	\$5,208,630	\$12,727,003	\$15,319,028	\$11,678,102	\$4,502,817
<b>Service Supplied</b>							
Revenue Hours per Capita	0.59	0.66	0.77	0.55	0.38	0.52	0.35
Revenue Miles per Capita	7.70	7.70	11.39	6.29	5.15	6.63	6.02
Revenue Hours per Square Mile	1,257	1,222	1,430	1,077	1,504	1,284	752
Revenue Miles per Square Mile	16,344	14,234	21,101	12,377	20,401	16,399	13,030
<b>Ridership Productivity</b>							
Passenger Trips per Capita	15.8	16.2	17.5	8.1	8.7	13.3	4.3
Passenger Trips per Revenue Mile	2.1	2.1	1.5	1.3	1.7	1.7	0.9
Passenger Trips per Revenue Hour	26.8	24.6	22.7	14.8	23.0	22.4	16.5
<b>Vehicle Utilization</b>							
Revenue Hours per Peak Vehicle	3,892	3,665	4,022	3,860	2,823	3,470	3,850
Revenue Miles per Peak Vehicle	50,625	42,701	59,347	44,351	38,286	44,326	66,683
<b>Cost Efficiency</b>							
Operating Expense Per Peak Vehicle	\$345,406	\$304,839	\$325,539	\$353,528	\$209,850	\$307,832	\$264,872
Operating Expense Per Revenue Hour	\$88.74	\$83.17	\$80.95	\$91.58	\$74.33	\$83.75	\$68.81
Operating Expense Per Revenue Mile	\$6.82	\$7.14	\$5.49	\$7.97	\$5.48	\$6.58	\$3.97
Operating Expense Per Passenger Trip	\$3.32	\$3.39	\$3.57	\$6.18	\$3.23	\$3.94	\$4.18
Operating Expense Per Passenger Mile	\$0.85	\$1.39	\$1.11	\$2.68	\$0.69	\$1.35	\$0.82
Operating Expense Per Capita	\$52.52	\$54.99	\$62.46	\$50.11	\$28.20	\$49.66	\$23.93
Farebox Recovery (%)	23%	16%	13%	15%	18%	17%	21%



## *Supporting Infrastructure & the First/Last Mile Dilemma*

Even with available mass transit, using such services can be a challenge for riders, especially those who are elderly and disabled, because of a lack of available infrastructure.

The sidewalk network in the GPATS region is dilapidated, disjointed, and disconnected. There are neighborhoods that are in close proximity to transit but do not have sidewalks or bikeways to connect people to transit routes. This is a major issue for people who are elderly and disabled. Because they can't safely get to transit routes, they rely heavily on paratransit. There are other places where the sidewalks go nowhere or don't exist. Finally, there are also gaps in the sidewalk network. Even when sidewalks do exist, there is often adjacent traffic moving so fast it discourages use. **Figure** shows how all transportation option should connects to make a more seamless transportation network.

## **Human Services Coordination**

In an effort to improve transportation for those who are elderly and disabled and need assistance getting to and from work and work related services, GPATS is undertaking and continues to undertake two actions:

1. Create an inventory of all transportation providers and the vehicles they own, and
2. Create strategies to meet the goal of improving transportation in the Upstate for those who are elderly and disabled and those who need transportation getting to and from work and work related services.

## *Federal Requirements*

Back in 2005, President Bush signed into law the [Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\)](#), overriding both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21). This legislation granted funding over the course of six years totaling \$286.4 billion for surface transportation project through the country. The legislation was extended multiple times before being overridden by the passage of Moving Ahead for the 21<sup>st</sup> Century – (MAP-21) which was signed into law in June 2012.

During SAFETEA-LU, three specific programs that were funded were [Elderly Individuals and Individuals with Disabilities Program \(Section 5310\)](#), [Job Access and Reverse Commute Program \(JARC, Section 5316\)](#), and [New Freedom Program \(Section 5317\)](#). Under MAP-21, these three programs were consolidated under the single banner of Mobility of Seniors and Individuals with Disabilities Program (Section 5310).

Under MAP-21, only Section 5310 funds are subject to the coordinated-planning requirement. Sixty percent of funds for this program are allocated by a population-based formula to large urbanized areas with a population of 200,000 or more, with the remaining 40 percent each going to State's share of seniors and individuals with disabilities in small-urbanized areas (20 percent) and rural areas (20 percent).

Recipients are authorized to make grants to sub-recipients including a State or local governmental authority, a private nonprofit organization, or an operator of mass transit for;

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when mass transit is insufficient, inappropriate, or unavailable;
- Mass transit projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed route services and decrease reliance by individuals with disabilities on complementary paratransit; and
- Alternatives to mass transit that assist seniors and individuals with disabilities with transportation.

Section 5310 funds will pay for up to 50 percent of operating costs and 80 percent for capital costs. The remaining funds are required to be provided through local match sources. A minimum of 55 percent of funds apportioned to recipients are required to be used for capital projects. Pending updated guidance from FTA on specific activities eligible for Section 5310 funding under MAP-21, potential applicants may consider the eligible activities described in the

existing guidance for Section 5310 and New Freedom programs authorized under SAFETEA-LU as generally applicable to the new 5310 program under MAP-21.

### Eligible Capital Expenses That Meet The 55 Percent Requirement

Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(3) to support public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Examples of capital expenses that meet the 55 percent requirement, which must be carried out by an eligible recipient or sub-recipient as described in section 5 of this chapter above, include, but are not limited to:

- a. Rolling stock and related activities for Section 5310-funded vehicles
  - (1) Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs;
  - (2) Vehicle rehabilitation or overhaul;
  - (3) Preventive maintenance;
  - (4) Radios and communication equipment; and
  - (5) Vehicle wheelchair lifts, ramps, and securement devices.
- b. Passenger facilities related to Section 5310-funded vehicles
  - (1) Purchase and installation of benches, shelters, and other passenger amenities.
- c. Support facilities and equipment for Section 5310-funded vehicles
  - (1) Extended warranties that do not exceed the industry standard;
  - (2) Computer hardware and software;
  - (3) Transit-related intelligent transportation systems (ITS);
  - (4) Dispatch systems; and
  - (5) Fare collection systems.

Other Eligible activities can be found in the [FTA C 9070.1G](#), continuing in Chapter III pages 9-16.

### *Goals for Coordinated Transportation*

Because of the activities for 5310 Funds, these goals are to be established and evaluated for their efficacy for the allocation of 5310 funds.

- Provide more transportation options for those who are elderly and disabled and those who need assistance getting to and from work and work related services.
- Create an inventory of all transportation providers in the GPATS region.
- Create an inventory of all eligible transportation vehicles in the region.
- Connect transportation providers with other entities/institutions/organizations who own vehicles that are underutilized so that more transportation services can be offered.
- Map current transportation operator services so that overlapping services can be streamlined.

## **Public Outreach Process**

GPATS advertised publically in order to reach as many people who are elderly and disabled and those who need assistance getting to and from work and work related services:

- The local newspaper, [The Greenville News](#).
- [Facebook](#).
- Email blast.
- The [GPATS website](#).

GPATS held two public meetings for public comment. The dates were;

- City Hall, Old Council Chambers, 205 N 1<sup>st</sup> St, Easley, SC 29640, Tuesday, September 12<sup>th</sup> from 4pm – 6pm.
- Greenville County Square, Suite 400, 301 University Ridge, Greenville, SC 29601, Thursday, September 14<sup>th</sup> from 4pm – 6pm.

The first hour of the meeting was primarily aimed at transportation providers. GPATS sought to inquire what transportation provider saw as obstacles to providing services. The second hour focused on individuals who use these transportation services for their needs. GPATS inquired about what they say as obstacles to using services.

### **Barriers for Providing Transportation Services**

From the meetings, multiple barriers were identified:

- Financial.
- Equipment – vehicles are not handicap accessible.
- Routes – locations of patients.
- Sub-contractors sent to outlining locations.
- Want focus on apartment complexes because of the large amount of people that can be served at once.
- Fleet replacement.
- Logistics – route mapping.
- Comprehensive list of transportation providers and sub-contractors. List of providers.
  - Disconnect between major transportation providers and sub-contractors.
- Trees, ditches, fixed objects along or just outside right-of-way (ROW).
- City/County Maintenance of infrastructure along ROW.
- Mechanics on staff aren't licensed to work on vehicles.



## **Funding**

When it comes to non-private transportation choices, options are lacking. Most transportations providers rely on donations and grants from private institutions and small allocation from state and federal budgets, which includes the 5310 Funds from FTA. Currently, there is no additional funding that comes from local jurisdictions for more transportation services.

5310 amount to approximately \$360k annually. At most, transportation providers can use 5310 as a small funding source to finance their transportation needs.

Projects to be Funded and Implemented

Two-thirds of the \$ 5310 funding is set aside for Greenlink, \$358,617.<sup>00</sup> for FY 2024 and \$ 365,000.<sup>00</sup> for FY 2025. Currently, of the 5310 funds leftover, there is \$70,792.<sup>00</sup> from FY 2024, which was given to Greenlink to prevent the funds from lapsing and \$182,500.<sup>00</sup> from FY 2025 for Non-Profit Transportation Providers. GPATS can hold onto funding that goes back as far as three years. Any unused funding outside the three-year window is returned to the US Treasury.

Currently, [Table 1](#) shows the projects that have been evaluated and ranked.

Table 2: Projects to be Funded and Implemented

Agency	Grant Program	FY Year	Projects	Description	Project Total	Federal Amount	Local Amount	Source of Local Share
Non-Profit	5310	2016	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance, and repair, which they mostly handle themselves for residents with special needs and drug addiction.	\$ 130,855.00	\$ 91,992.00	\$ 38,863.00	Turning Point of SC
Non-Profit	5310	2016	Senior Solutions	Money will be used for salaries and wages, training, fuel, repairs and maintenance, insurance, computer software, telephones, and communication software to continue providing ADA services for individuals with disabilities and seniors.	\$ 285,000.00	\$ 196,230.00	\$ 88,770.00	Senior Solutions
Non-Profit	5310	2016	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance, and repair, which they mostly handle themselves for residents with special needs and drug addiction.	\$ 106,885.00	\$ 71,525.00	\$ 35,360.00	Turning Point of SC
Non-Profit	5310	2016	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance, and repair, which they mostly handle themselves for residents with special needs and drug addiction.	\$ 108,721.00	\$ 72,743.00	\$ 35,978.00	Turning Point of SC
Non-Profit	5310	2018	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance, and repair, which they mostly handle themselves for residents with special needs and drug addiction.	\$ 150,310.00	\$ 105,818.00	\$ 44,492.00	Turning Point of SC
Non-Profit	5310	2018	Senior Solutions	Money will be used for salaries and wages, training, fuel, repairs and maintenance, insurance, computer software, telephones, and communication software to continue providing ADA services for individuals with disabilities and seniors.	\$ 456,769.00	\$ 318,538.00	\$ 138,231.00	Senior Solutions
Non-Profit	5310	2021	Senior Solutions	Money will be used for salaries and wages, training, fuel, repairs and maintenance, insurance, computer software,	\$ 380,619.00	\$ 253,115.00	\$ 127,504.00	Senior Solutions

Agency	Grant Program	FY Year	Projects	Description	Project Total	Federal Amount	Local Amount	Source of Local Share
				telephones, and communication software to continue providing ADA services for individuals with disabilities and seniors.				
Transit Agency	5310	2023	Greenlink	Money will be used to improve amenities at two bus stops along Route 504.	\$ 200,000.00	\$ 160,000.00	\$ 40,000.00	Prisma Health Foundation
Non-Profit	5310	2022	Pickens County Meals on Wheels	Money will be used to provide more transportation services for the elderly to access more activity centers.	\$ 171,375.00	\$ 122,850.00	\$ 48,525.00	Pickens County Meals on Wheels
Transit Agency	5310	2023	CATbus	Money will be used to improve access to bus stops with sidewalks and signage.	\$ 358,538.00	\$ 287,290.00	\$ 71,248.00	CATbus
Transit Agency	5310	2024	Greenlink	Purchase a cutaway to replace one that has reached its useful life.	\$ 144,420.00	\$ 122,757.00	\$ 21,663.00	Greenlink
Transit Agency	5310	2024	Greenlink	Will be used to fund the purchase of another cutaway for the same reason. Some of these funds will also cover the paratransit portion of the TDP, which involves mobility management.	\$ 373,718.00	\$ 306,752.00	\$ 66,966.00	Greenlink
Non-Profit	5310	2024	AbleSC	Hire a Mobility Manager to coordinate services between multiple nonprofits with clients that need transportation access, especially in areas that are outside of the current Greenlink service area, by providing eligible individuals with \$150/month allowance for services like Uber, Lyft, or taxis.	\$ 176,208.00	\$ 108,412.00	\$ 67,796.00	AbleSC
<b>Total Funds Requested</b>					<b>\$ 3,043,418.00</b>	<b>\$ 2,218,022.00</b>	<b>\$ 825,396.00</b>	