

# GTA ANNUAL MEETING

THE STATE OF TRANSIT 2015:  
A LOOK AT THE FEDERAL, STATE,  
LOCAL AND REGIONAL PERSPECTIVE



# 2014: The Year That...

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- Administrative and Operations staffs moved into new offices at 100 W. McBee Avenue
- New trolleys arrived in August with ribbon-cutting and new partnership with Greenville Drive
- GPATS became designated recipient and GTA assumed direct recipient role for federal funding
- Fund balance reduced on a month-to-month basis/  
Cash balance slowly increased/Payments to City much improved including some months with zero balance
- Ridership tops one million unlinked trips with inclusion of trolleys and Clemson commuter services



# Also in 2014

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- 106 Augusta Street becomes a vacant lot
- Route Match system implemented
- Wi-Fi upgraded on buses and shuttles
- Advertising revenues exceed \$70,000 vs. 0 in 2013
- Upstate Transit Coalition reignited
- CUICAR-St. Francis Shuttle Agreement renewed
- Camera system upgraded for buses and facilities
- New fencing installed at 154 Augusta Street
- Staff changes at end of year



# Moving Forward in 2015

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- Completion of Maintenance Relocation Feasibility Study, relocation plan, and property plan
- Replacement Buses Needed/10 Chance Coaches purchased in 2002 now at useful life completion
- Request for extended hours/Sunday and Holiday service in year one of three-year improvement plan
- Transit Academy established for better recruitment, hiring and training of drivers and CDL required employees
- Feasibility Studies complete and implementation of Town Shuttles for Travelers Rest and Fountain Inn
- Reduce dependence on cash fares with additional ticketing/passes/smart cards/credit card use

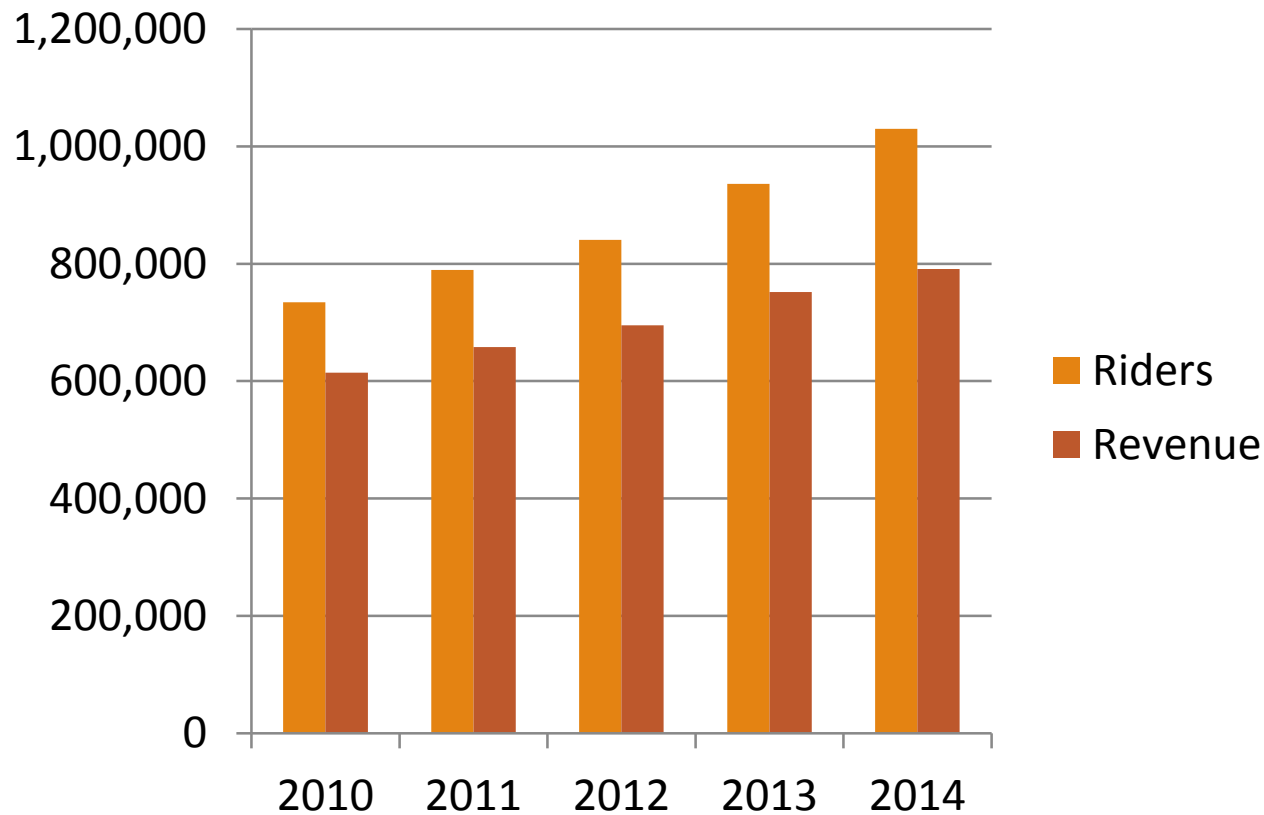
# Trolley Program Improvements

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- Lunchlink Pilot Program
- Purchase additional trolley for spare
- New signs and stops
- Trolley store and Central Stop at Transit Center
- Move Drive fans from Downtown and North Main Area in addition to County Square
- Continue to explore neighborhood, West End and downtown circulation to include new residential and hotel stops

# Ridership/Revenue: 5 Year Comparison

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# GTA Funding: Federal

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- Primer: Congress Authorizes, FTA Apportions, GPATS now allocates, \$1.96 million for 5307 in FY 14
- Additional 5307 funds from Mauldin-Simpsonville UZA
- 5339 Bus and Bus Facilities now allocated by GPATS
- 5310 Human Service Funds now allocated to eligible applicants by GPATS
- 5303 Planning funds still pass through to GTA
- Outlook for TTF is bleak, continuing resolutions, no re-authorization in immediate future of MAP-21
- TIGER Grants from FHWA highly competitive
- Greenville does not receive air quality grants such as CMAQ, STP Regional which can go to transit, but is used for highways

# GTA Funding: State

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- STMF Fund not increased since 1986 as state has grown exponentially
- Efforts to get transit share increase in the STF through SC Alliance for Mobile Infrastructure
- Talking to our legislators through organizations like UTC, Ten at the Top, Upstate Forever about transit needs in addition to roads and bridges
- In other states including neighbors NC, GA, TN, VA and FL, state funding used to match federal capital and offset operating costs
- State funding about \$421,000 annually to GTA increased due to Greenlink growth not increase at state level
- Additional SMTF for Mauldin-Simpsonville



# GTA Funding: Local and Regional

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- City and County contribute local share, presently at \$355,000 each per year
- No regional funding: Columbia and Charleston have dedicated funds through regional sales tax
- No local excise taxes as in Raleigh-Durham, Chapel Hill such as license fees, rental car tax...
- No use of local funds other than general with exception of accommodations tax and hospitality funds to support visitor-related operations

# Fares

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- Around 24% of fixed route service is recovered in farebox, user pays
- Clemson University Commuter and Connector is self-paying
- \$1.50 fare is about national average
- Must comply with half-fare for seniors and disabled
- Transfers presently \$ .50 and \$ .25
- Ticket books \$27.00 for 20 rides
- \$5 all-day pass
- Mauldin-Simpsonville fare recovery lower but growing

# Other Funding Options

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- Advertising revenue
- Private-Public Partnerships such as CUICAR-St. Francis, Clemson, Greenville Drive
- Additional educational ties such as Greenville Tech, North Greenville University, Bob Jones University and Virginia College
- Enhanced business support
- Sponsorships
- Foundations

# Why Transit?

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- Serves all people 16 and under
- Seniors and disabled
- Single car and zero-car households
- Commuters
- College students
- Visitors and international work force
- Low-cost option
- Choice riders – a third vehicle
- Economic development - Jobs

# More To Come

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- More bike lockers and bike racks on buses
- Connections to the trail system
- Expansion to Greer and Pelham Road in year two of expansion
- Woodruff Road options
- Shift from hub-and-spoke system to linear-node system
- New technologies
- Peak service in major corridors
- Build up transit system and develop funding sources, then on to BRT, LRT, Streetcar, and PRT small starts

# Questions

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