

2017

Greenville-Pickens Area
Transportation Study (GPATS)

301 University Ridge, Ste 3800
Greenville, SC 29601

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

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Coordinated Public Transit - Human Services Transportation Plan
Greenville-Pickens Area Transportation Study (GPATS)

Overview

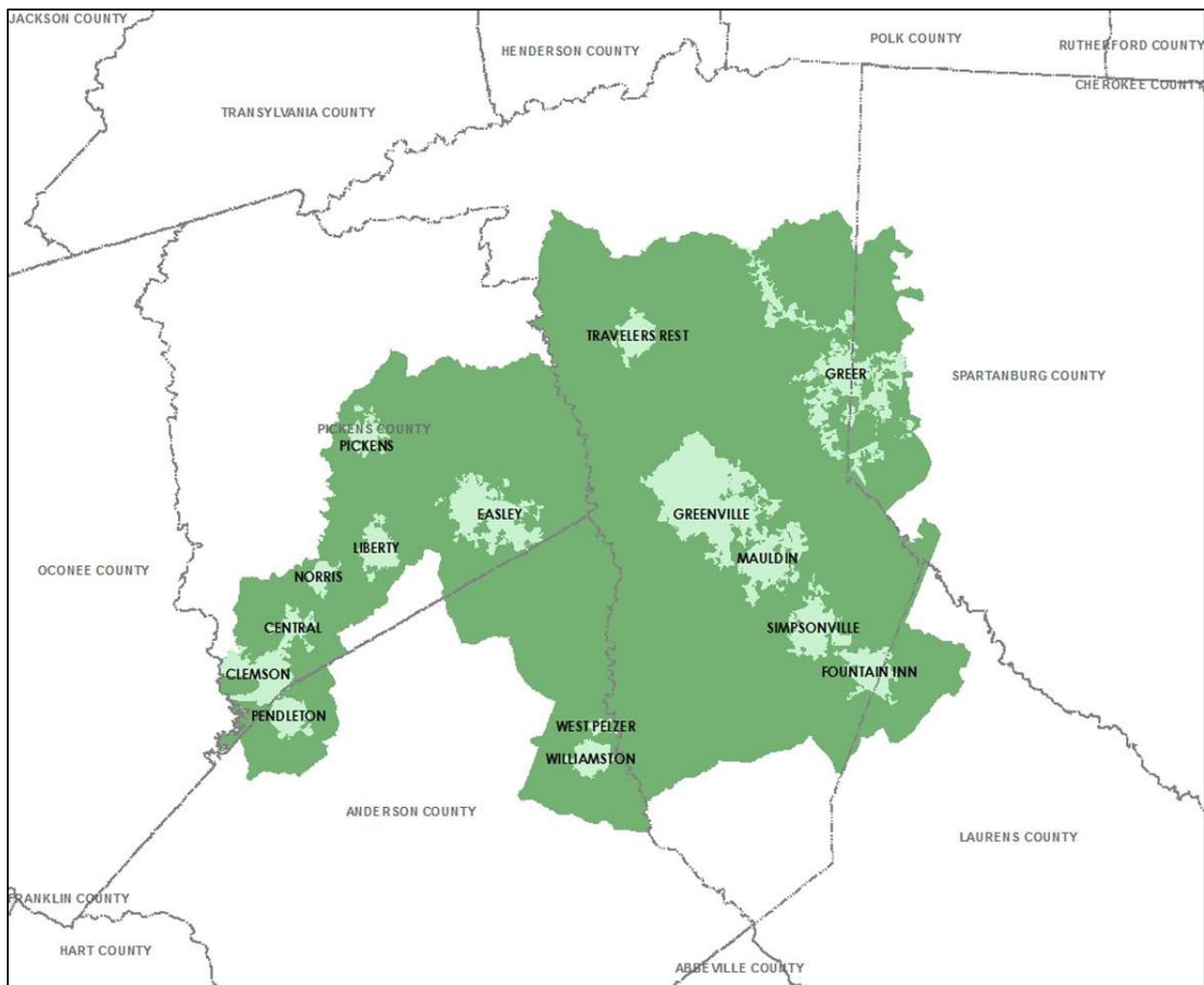
The *Coordinated Public Transit - Human Services Transportation Plan* focuses on assessing and setting transportation goals in the [Greenville-Pickens Area Transportation Study \(GPATS\)](#) urbanized area, for specific groups that have transportation challenges. These groups include those who are elderly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

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

Community Summary

GPATS encompasses the Greenville and Mauldin-Simpsonville urbanized areas in northwest South Carolina – a large portion of what is 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



Featured Populations

Within the GPATS region, it is home to over 600,000 residents. Of the over 600,000 thousand people, the tables below show those who are elderly and or disabled, and those in poverty (and therefore have trouble accessing work and work relate services). As the GPATS population grow, so will the demand for transportation services.

[Table 1](#) shows the elderly population and the projected rate of increase up until 2030.

Table 1: Elderly Population Projections

Age Range	Age 65 - 69	Age 70 - 74	Age 75 - 79	Age 80 - 84	Age 85+	TOTAL
Annual Rate of Change	4.20%	3.00%	2.30%	1.70%	1.60%	
Base Year						
2010	25,341	18,179	13,747	9,997	9,468	76,732
2011	26,405	18,724	14,063	10,167	9,619	80,990
2012	27,514	19,286	14,387	10,340	9,773	83,312
2013	28,670	19,865	14,718	10,516	9,930	85,710
2014	29,874	20,461	15,056	10,694	10,089	88,188
2015	31,129	21,074	15,402	10,876	10,250	90,747
2016	32,436	21,707	15,757	11,061	10,414	93,391
2017	33,799	22,358	16,119	11,249	10,581	96,122
2018	35,218	23,029	16,490	11,440	10,750	98,945
2019	36,697	23,719	16,869	11,635	10,922	101,861
2020	38,239	24,431	17,257	11,833	11,097	104,876
2021	39,845	25,164	17,654	12,034	11,274	107,991
2022	41,518	25,919	18,060	12,238	11,455	111,212
2023	43,262	26,696	18,475	12,446	11,638	114,541
2024	45,079	27,497	18,900	12,658	11,824	117,982
2025	46,972	28,322	19,335	12,873	12,013	121,541
2026	48,945	29,172	19,780	13,092	12,206	125,220
2027	51,001	30,047	20,235	13,315	12,401	129,025
2028	53,143	30,949	20,700	13,541	12,599	132,959
2029	55,375	31,877	21,176	13,771	12,801	137,029
2030	57,700	32,833	21,663	14,005	13,006	141,238

Source: ESRI Business Analyst

[Table 2](#) shows the total number of people who are disabled.

Table 2: Households by Disability Status

2011 - 2015		
TOTAL With 1+ Persons w/Disability With No Person w/Disability	ACS Estimate	Percent
	237,839	100.0%
	57,808	24.3%
	180,032	75.7%

Source: ESRI Business Analyst

[Table 3](#) shows the poverty levels in the GPATS region. GPATS has a poverty rate of 16.2%.

Table 3: Population by Ratio of Income to Poverty Level

2011 - 2015		
TOTAL	ACS Estimate	Percent
	612,747	100.0%
Under .50	44,834	7.3%
.50 to .99	54,692	8.9%
1.00 to 1.24	32,142	5.2%
1.25 to 1.49	30,538	5.0%
1.50 to 1.84	42,523	6.9%
1.85 to 1.99	16,875	2.8%
2.00 and over	391,143	63.8%

**Note: 1.00 means below the poverty line.*

Source: ESRI Business Analyst

[Table 4](#) shows the status of those 16.2% in poverty.

Table 4: Households by Poverty Status

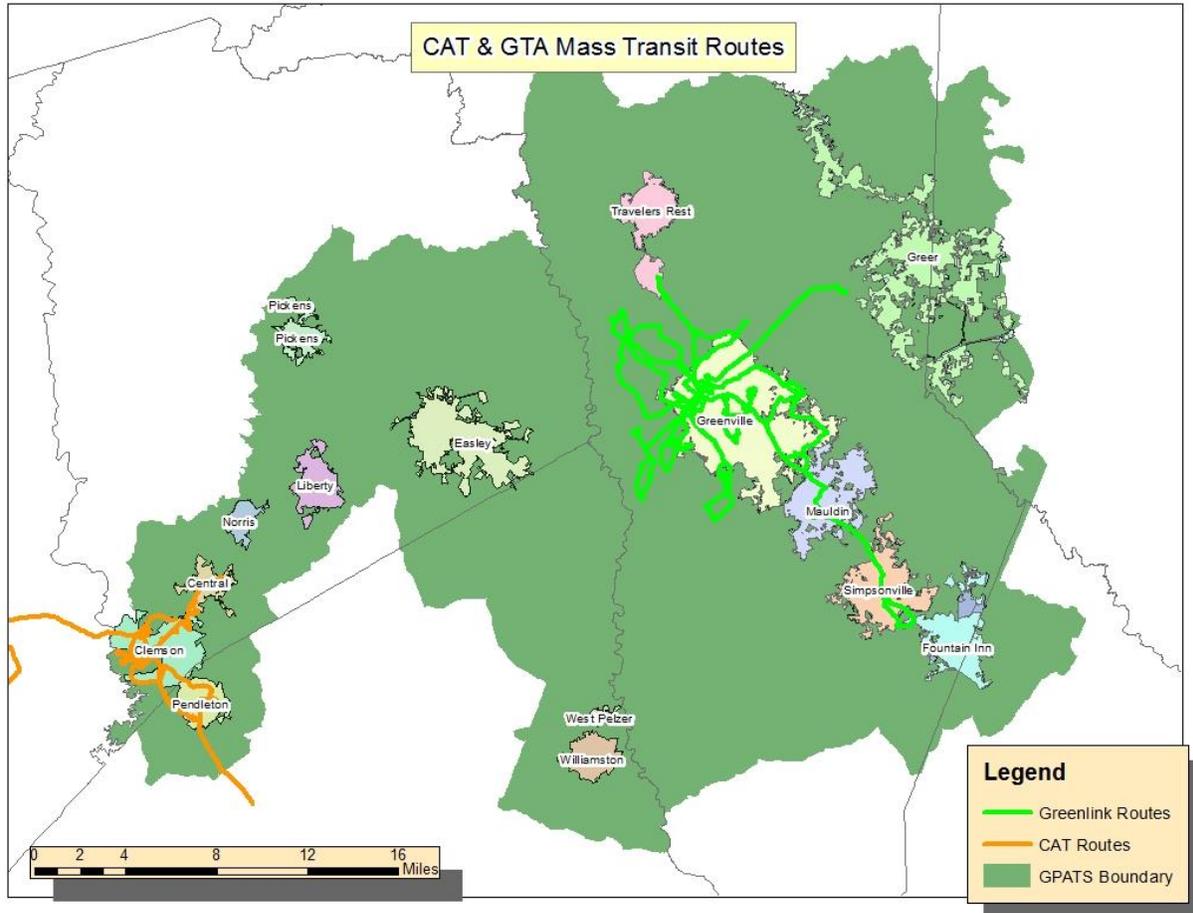
	2011 - 2015	Percent
TOTAL	ACS Estimate	100.0%
Income in the past 12 months below poverty level	36,638	15.4%
Married-couple family	5,951	2.5%
Other family - male householder (no wife present)	1,932	0.8%
Other family - female householder (no husband present)	10,645	4.5%
Nonfamily household - male householder	7,666	3.2%
Nonfamily household - female householder	10,444	4.4%
Income in the past 12 months at or above poverty level	201,201	84.6%
Married-couple family	113,457	47.7%
Other family - male householder (no wife present)	8,170	3.4%
Other family - female householder (no husband present)	19,501	8.2%
Nonfamily household - male householder	28,234	11.9%
Nonfamily household - female householder	31,839	13.4%

Source: ESRI Business Analyst

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 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 [Table 5](#). The vast majority of its services occur on the weekdays, with sparse service on Saturdays and even less on Sundays and Holidays. CAT concluded a study in 2017 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 to Clemson University. Clemson University then closed the route to the public; only Clemson University personnel – students & staff – can ride the Clemson Commuter at this time.

Table 5: CAT's Span of Services

Total	Agency	Route ***Only during Fall & Spring Semester	Mon - Thurs				Start	End	Frequency			Frequency			Frequency		
			Morning	Midday	Evening *Every 60-minutes Starting 9 PM	Friday *Ever 60-minutes Starting 12 AM **Every 10-minutes After 2 PM			Saturday *Every 1/2 Hour between 8 PM - 12 AM	Saturday Start	Saturday End	Sunday	Sunday Start	Sunday End	Holidays	Holiday Start	Holiday End *Until 10:30 PM on Fridays
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
2	CAT	Highpointe/Pier - C.U.	60	60	60	60	7:00 AM	10:15 PM	60	7:00 AM	6:15 PM	N/A	N/A	N/A	N/A	N/A	N/A
3	CAT	Highpointe/Pier - TCTC	60	60	60	60	7:30 AM	10:50 PM	60	7:30 AM	2:50 PM	N/A	N/A	N/A	N/A	N/A	N/A
4	CAT	Orange*	7	7	7	07 / 10	7:30 AM	5:30 PM	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
6	CAT	Purple*	7	7	7	07 / 10	7:30 AM	5:30 PM	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	7:20am	3:00 AM	60	7:20 AM	3:00 AM	60	6:50 AM	6:30 AM
8	CAT	Seneca Business	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
9	CAT	Seneca Express	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
10	CAT	Seneca Residential	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
Total	Agency	Closed Route *Only during Fall & Spring Semester	Frequency				Frequency			Frequency			Frequency				
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

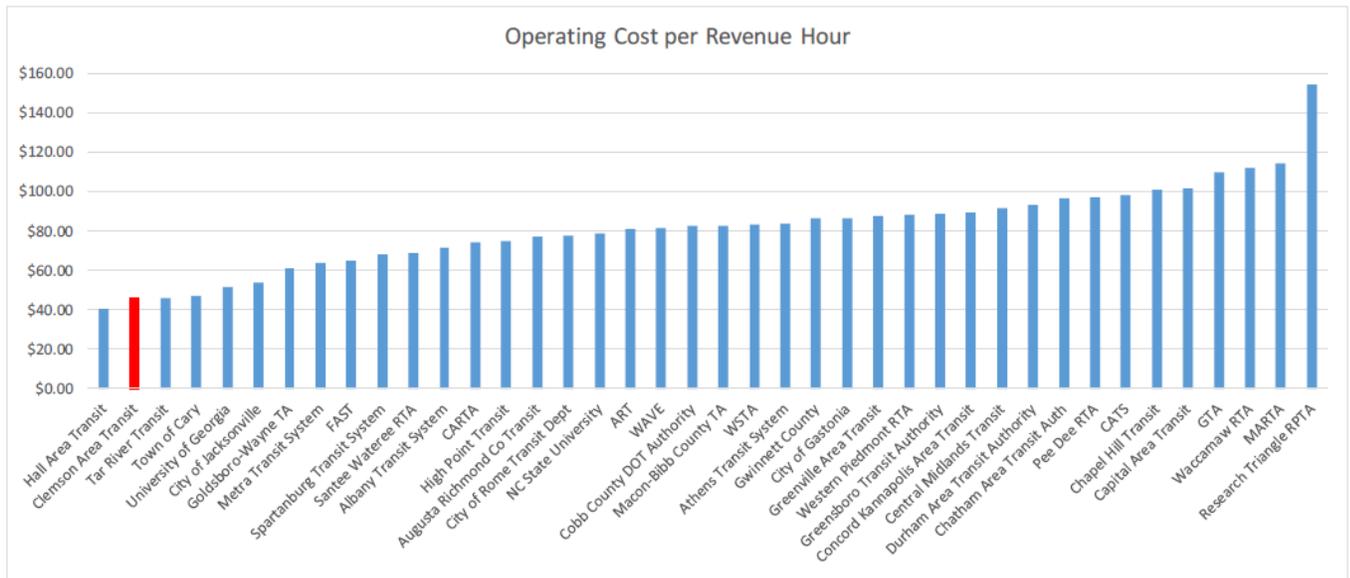
CAT owns one vehicle that they operate to provide paratransit services exclusively for people who are unable to walk to fixed routes services. The service is seldom used by people who are elderly and disabled. Matter-of-fact, most transportation services for people who are elderly and disabled in the 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 useful to understand how CAT performs compared to its peers. The National Transit Database (NTD) contains information on every transit agency that receives funding through the FTA. [Chart 1](#) presents operating cost per revenue hour for all bus systems in North Carolina, South Carolina, and Georgia that operate a least five buses. CAT (shown in red) ranks second among the 40 transit agencies, trailing only a small 8-bus transit agency in Gainesville, GA.

Coordinated Public Transit - Human Services Transportation Plan
 Greenville-Pickens Area Transportation Study (GPATS)

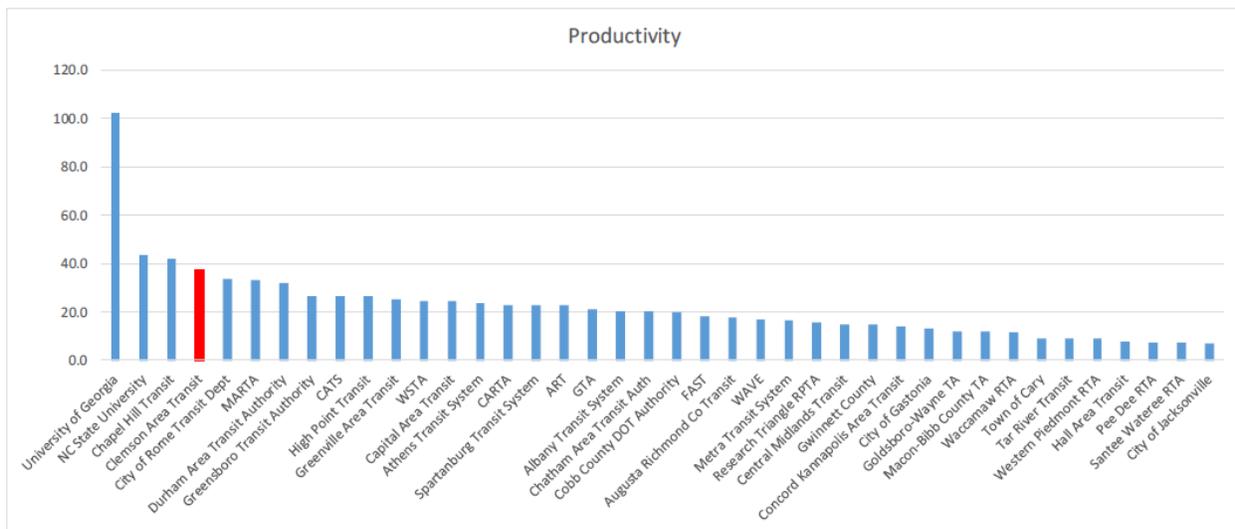
Chart 1: Operating Cost per Revenue Hour for Peer Agencies



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

Chart 2 presents productivity (passenger boardings per revenue hour) for all bus systems in North Carolina, South Carolina, and Georgia that operate at least five buses. CAT ranks fourth among the 40 transit agencies, behind three large university systems.

Chart 2: Passenger Boardings per Revenue Hour for Peer Agencies

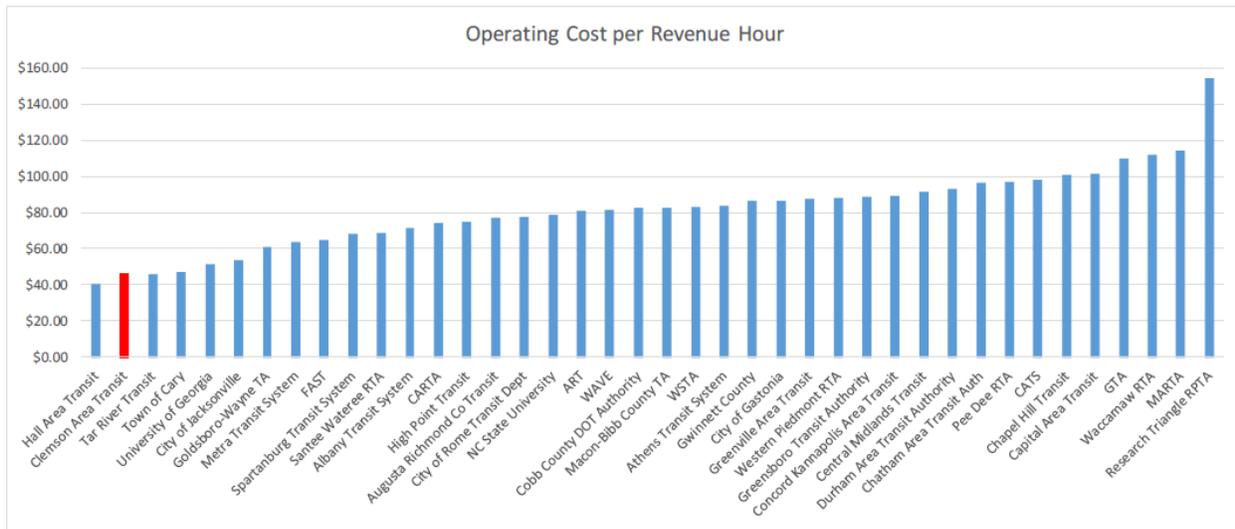


Source: National Transit Database 2015 Data for Fully Reporting Systems; 2014 for Others

Chart 3 presents operating cost per revenue hour for all bus systems in North Carolina, South Carolina, and Georgia that operate at least five buses. CAT is highlighted in red. CAT ranks second among the 40 transit agencies, trailing only a small 8-bus transit agency in Gainesville, GA.

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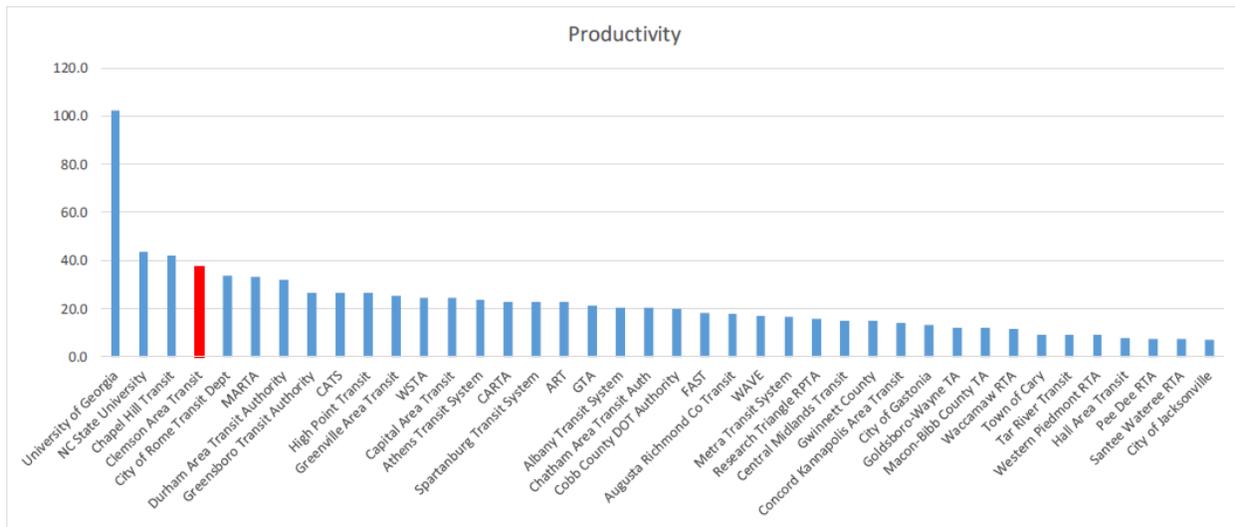
Chart 3: Operating Cost per Revenue Hour for Peer Agencies



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Chart 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. CAT ranks fourth among the 40 transit agencies, behind three large university systems.

Chart 4: 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 the cities of Greenville, Mauldin, and Simpsonville with eleven routes, a paratransit service, and a downtown trolley system. Depending on the route, the frequency of the service ranges from 30 – 60 minutes, displayed in the [Table 6](#). 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 completed a Comprehensive Operational Analysis (COA) in 2017. One of the biggest challenges that GTA has is lack of funding, while paratransit costs are continually increasing.

Table 6: GTA's Span of Services

Total	Agency	Route Number	Mon - Thurs				Start	End	Frequency			Frequency			Frequency		
			Morning	Midday	Evening *Every 60-minutes Starting 7 PM	Friday *Every 60-minutes Starting 7 PM*			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	18a *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	8:00 PM	N/A	N/A	N/A
12b	Greenlink	18b *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	8:00 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 (origin) and drive them to their final destination.

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 7](#). Data for each peer city is shown, along with the peer average, and the Greenlink data.

In comparing the urbanized service area, [Table 7](#) shows 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 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 7](#) 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 costs 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 7: Peer Analysis Data (From 2015 NTD)

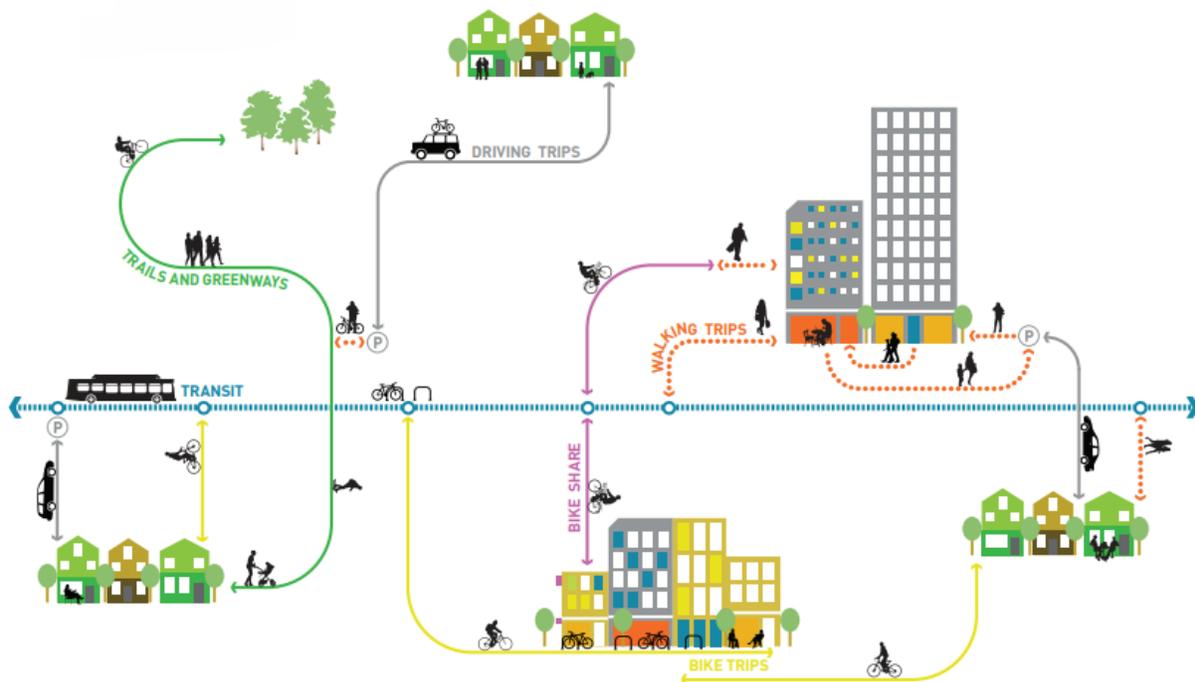
Category	Greensboro, NC GTA	Winston-Salem, NC WSTA	Asheville, NC ART	Columbia, SC The	Charleston, SC	Peer Average	Greenville, SC
Urbanized Area							
Population	311,810	391,024	280,648	549,777	548,404	416,333	400,492
Size (square miles)	185	323	265	380	293	289	320
Population Density	1,685	1,211	1,059	1,447	1,872	1,440	1,252
Service Area							
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
Service Characteristics							
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
Service Supplied							
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
Ridership Productivity							
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
Vehicle Utilization							
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
Cost Efficiency							
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, due to 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 3](#) shows how all transportation options should connect to make a more seamless transportation network.

Figure 3: First/Last Mile



Source: Atlanta Regional Commission

Human Services Coordination

In an effort to improve transportation for those who are elderly and disabled and in need of 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 21st Century – (MAP-21) which was signed into law in June 2012. Then MAP-21 was superseded by the [Fixing America's Surface Transportation \(FAST\) Act](#) in 2015. But the FAST Act maintained all the regulations of MAP-21.

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 held two public meetings for public comment. The dates were:

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

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

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 with the tools listed below:

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

Barriers for Providing Transportation Services

From the meetings, multiple barriers/suggestions were identified:

- Financial – capital is too thin to provide services necessary to meet need.
- Equipment – vehicles are not handicap accessible
- Routes – locations of patients and route planning and sub-contractors sent to outlining locations. Clients and locations are spread so far apart that it spreads transportation resources so thin deluding its usefulness.
- Fleet replacement
- Logistics – route mapping
- Comprehensive list of transportation providers and sub-contractors
 - 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 transportation 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.

Funding for 5310 funds amounts 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

As of October 11th, 2017, of the 5310 funds that are available, there is \$356,929 from FY 2015, \$360,053 from FY 2016, and \$356,403.43 from FY 2017 for a total of \$1,073,385.43. GPATS is able to hold onto funding that goes back as far as three years. Any funding that is unused outside of the three year window is sent back to the US treasury. [Table 8](#) shows the projects that have been evaluated and ranked.

Table 8: Projects to be Funded and Implemented

Grant Program	Projects	Description	Project Total	Federal Share	Federal Amount	Local Share	Local Amount	Source of Local Share
5310	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance and repair which they mostly handle ourselves for residents with special needs and drug addiction.	\$120,000	50% - 80%	\$81,600	20% - 50%	\$ 38,400	Turning Point of SC
5310	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	50% - 80%	\$202,050	20% - 50%	\$ 82,950	Senior Solutions
5310	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance and repair which they mostly handle ourselves for residents with special needs and drug addiction.	\$99,520	50% - 80%	\$62,660	20% - 50%	\$ 36,860	Turning Point of SC
5310	Turning Point of SC	Money will be used for fuel, insurance, salaries, maintenance and repair which they mostly handle ourselves for residents with special needs and drug addiction.	\$100,756	50% - 80%	\$63,278	20% - 50%	\$ 37,478	Turning Point of SC
Total Funds Requested			\$605,276		\$409,588		\$ 195,688	
Total Funds Leftover			\$468,109.43					