



GREENVILLE TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING

Thursday, February 26, 2026

GTA Operations & Maintenance Facility

205 Arcadia Drive - Board & Community Room

Greenville, SC 29609

Members Present: Mr. Stephen Astemborski, Mr. David Mitchell, Mr. Sean Rusnak (Chair) - attended virtually,
Mr. John Slipke (Vice Chair), Ms. Walker Smith, Mr. Barry Strohl, Ms. Amanda Warren (Treasurer)
Greenlink Staff: James Keel (Director)

Pledge of Allegiance (led by Mr. Barry Strohl).

Mr. John Slipke (Vice Chair) called the meeting to order at 12:30 p.m.

Quorum Established.

Mr. Stephen Astemborski made a motion to approve January 23, 2026, GTA Board Meeting Minutes. Mr. David Mitchell seconded the motion. There is no opposition. The motion carries.

Mr. David Mitchell made a motion to approve the January 23, 2026, GTA Board Annual Meeting Minutes. Mr. Stephen Astemborski seconded the motion. There is no opposition. The motion carries.

No Public comments related to items on the agenda.

Trolley Findings and Public Hearing (Presented by Transit Projects Coordinator William Flake):

- Outreach efforts announced January 29, 2026.
 - Online surveys were available January 29 through February 26, 2026. There were 81 submissions.
 - Virtual public meeting occurred February 12, 2026, at 11:00 a.m. There was one participant who had no comments.
 - In person meeting took place February 12, 2026, at Greenlink Transit Center. There were 7 attendees
- History:
- Since trolley service began it was built on core of Main Street service. Also focused on North Main, South Main and Richardson Street corridor. Also, attractions such as the Zoo, Heritage Green, West Greenville and Unity Park.
 - Pre-2024 network had year-round service up North and South Main and lunch time service. In the summer, route 903 was culmination of attractions and West Greenville area. This was a Summertime route. Network and Game Day Service required all 4 trolleys and staff leading to widespread cancellations and combination routes.
 - In 2024 the four routes were combined into one. A year-round variant of summer-only 903 West Greenville was created. Modified Route is renamed 909 "About Town" and it incorporates part of S. Main Street, combining all three service areas. Ridership fell substantially. This has increased slightly over the last couple of years. Ridership is still down a third from Covid levels. Adding in Game Day and Special Events, the fixed routes are dwarfed.
 - Next, we looked at route efficiency. During "Fall for Greenville", it takes a driver on average a minute of drive time to pick up one rider. For Game Day Park and Ride, it takes a little longer but still has a decent number of riders. For Main Street service it takes a driver on average 3 minutes to have a rider board. In West Greenville, in the attractions area, it takes 18 minutes of driving time to pick up a rider. On average, for every 1 person picked up in West Greenville, 6 riders could be picked up on Main Street.
 - Instead of trying to serve all areas with more variants of 903 summertime variant and add additional service, we are looking to refocus on the Main St. opportunity area where the strongest ridership has been seen and refocus on the tourist angle. Trolleys are funded by Hospitality Tax revenue.
 - Relative to 910, we received 74 comments. Some of the Comments received: Route should be simple and easy to understand. Route 909 is too long to get around town quickly. It takes half an hour to get back to starting point. There is ample parking at Heritage Green, Unity Park and West Greenville, but parking is scarce along South Main Street. Riders and non-Riders are concerned about perceived reliability. Specifically, about service cancelled on game days. Substantial number of negative comments mostly from residents of West Greenville concerned about losing service and by residents of North Main district requesting service be resumed in their neighborhood. Comments about loss of access to museums, parks and libraries. Comments about whether service was necessary since Main Street is walkable. Survey identified comments from riders and non-riders of 909. Riders of 909 in West Greenville came out in force to make their opinions heard. Comments of non-riders interested in riding were more positive. With Board approval, staff can start advertising routes and begin installing signage throughout the month of March and launch route as early as April 3, 2026.



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- Mr. Mitchell asked whether Art in Public Places meet guidelines for a tourist attraction. Mr. Keel stated that it does if it is being used for people who are visiting City of Greenville and moving down from the central business district into the arts district. Funding stream for the trolley has always been tourism driven.
- Mr. Flake stated relative to Game Day Trolley, we currently have Routes 907 and 908 extending to the parking garages on the north side. The efficiency and ridership for 908 service lots is higher than the efficiency of shuttling people down from North Main. People prefer to park. One of the main service lots for 908 was closed this year.
- Public Comments for Proposed Route 921 (Game Day Trolley): 20 people provided comments. Most comments were regarding loss of Main Street-area parking garages. Mr. Flake stated that if both routes are approved for Friday, Saturday and Sunday ballgames, Rt. 910 will stop near Main Street garages to Fluor Field. Responses were widely varied.

Q&A:

- Seth Cochran with Eastside Transportation asked if changes are not working, how long would it take to change trolley network back. Mr. Keel stated that it is not a one and done, but the process is time-consuming which means there would need to be a request for change, public comment period and entire process repeated.
- Ms. Warren stated that in January of this year, riders expressed that riding the trolley on non-game day was difficult since riders did not know when trolley would be at stop. In the past, there were discussions about not having enough functioning trolleys for expansion and being able to operate fully on game days. Mr. Keel stated all four trolleys are considered operational. Even though there are four trolleys, they are beyond their useful life, so issues arise from week to week. The Board must decide whether it was more concerned about transporting people or how to transport people. Trolleys could be replaced with cutaways in some areas. Cutaways have been used in the past when there are issues with a trolley. Mr. Astemborski questioned whether the "Drive" would be on board to using vehicles other than trolleys. Mr. Keel stated that if the goal is to move a large number of people from a parking facility to a baseball facility, he would prefer a vehicle that can move many people. Currently with Game Day North and Game Day South, the obligation is 3 vehicles. Staff anticipate a similar game day ridership base as there was previously at County Square. It was easy to get into stadium using Field Street; however, that is not an option now, so there is a longer loop. He does not expect ridership to ever reach the level it was before.
- Mr. Slipke asked whether Mr. Flake felt good about the amount of public input. Mr. Flake stated that he was satisfied and there was a good cross section of businesses, riders and non-riders.
- Mr. Mitchell stated that overall residents are using trolleys as entry and exit. There was comment at the in-person meeting that during Sunday service, other services do not run, and this is the only acceptable transit option. Ms. Warren stated that the trolley network was designed for tourists and not residents.
- Mr. Keel stated that the Board will be voting on the proposed 910 route which has multiple options for the Board to consider exclusively on Main Friday, Saturday and Sunday and whether to defer voting on proposed 921 Route, which is Game Day Trolley, until the March meeting. The two-trolley service has 10-minute headways.

Mr. Stephen Astemborski made a motion to approve the 921 route changes as proposed by staff. The motion did not receive a second. Therefore, the motion failed to pass.

Mr. Keel stated that it is unlikely to ever go back to the level of previous ridership due to changes to the downtown area. There is a lot more traffic, events and closures downtown which is challenging. If the Board approves, there needs to be a six-months review. If ridership remains study, conversation needs to be had by the Board. The Board will need to decide whether to keep Route 909, if the Board chooses not to approve. Base ridership is based on visitors. There is currently no parking agreement for the proposed 921 route. Mr. Astemborski did not feel that vote on proposed 921 and 910 needed to be lumped together. With current low trolley ridership, our funding partner has concerns regarding current service.

Mr. David Mitchell made a motion to defer proposed 910 and 921 route changes until the March meeting. Ms. Amanda Warren seconded the motion. Mr. Stephen Astemborski cast vote against this motion. After the vote was taken, 6 were in favor of approving and 1 against. The motion passes.

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

- Continuing Recruitment for two open positions in Administration.
- Headway made with SCDOT on Guide Share funding approval.
- No updates on budget. Staff is working on this.
- Two in hiring for Bus Operator and two openings. One mechanic in hiring process.
- No updates on increased frequencies. It will take several months before an update is provided.
- Staff working with Gillig on procurement of vehicles. Several procurements are taking place.
- Vehicles in "state of good repair". Two Proterra buses are being worked on and will soon do two others.
- The Transit Development Plan survey closes tomorrow with 885 responses. Good mix of users and non-users.

- Senate Bill Number 299 is over in the House now and will have public hearing.
- New buses are working well but there are some issues. There is Firmware mismatch. Majority have been out every day. One was out for 15 hours yesterday. No complaints from Drivers.
- Washington High School Monument was sent to a foundry offshore. Expect it to arrive in less than 30 days. Trying to figure out how to place plaques on monuments.

City's Monthly Financial Report for December 2025 (Presented by City Budget Administrator Kristina Junker):

- Passenger fares reflect an increase of 3%. Salaries, Wages and Fringe Benefits are 15% higher than prior year.
- Parts reflect a 28% decrease from prior year.
- Insurance reflects an increase of 80%, since FY26 includes 3 quarters of payments where prior year included only 2 quarters of payments.
- Federal grants increase of 20%.
- No signed agreement for State grants.
- Federal capital grants reflect 45% decrease mainly due to less construction costs.
- Accounts Payables at the end of December \$2,208,113.50. Everything has now been paid.
- Accounts Receivable at the end of December \$1,582,517.16. Everything received now except around \$41,000.

GTA Board Invoices (Presented by City Budget Administrator Kristina Junker):

Date	Vendor	Description	Invoice #	Amount
1/26/26	AmeriTran dba Transit Resource Center	Audit Pre-Award & Post-Delivery for Gillig Electric Buses	11287	1,000.00
2/4/26	AmeriTran dba Transit Resource Center	Bus Inspection for 2 Gillig Electric Buses	11301	1,000.00
1/31/26	Burr Forman	General Counsel	1629714	550.00
1/31/26	Burr Forman	General Counsel/Disposition of Real Property	1629715	880.00
2/1/26	Capstone Landscape Management, LLC	Monthly Landscaping Services	104266	4,532.00
1/31/26	City of Greenville	January Expenses	93071	1,152,998.49
12/31/25	Exult Engineering	Engineering Services for RAISE Phase NR-2 & 3; Project Management Year 1, Construction Phase NR1 & 1A	3468	14,652.32
1/31/26	Exult Engineering	Engineering Services for RAISE Phase NR-2 & 3; Project Management Year 1, Construction Phase NR1 & 1A	3516	32,132.90
	Federal Transit Authority	Refund of Sales Proceeds 2019 Chevy Express		11,840.00
	Federal Transit Authority	Refund of Sales Proceeds 2014Ford F-450		20,400.00
1/28/26	Gillig	1 BEB Bus (VIN # 15GGB2815S3203686)	77817	1,212,560.00
1/29/26	Greene Finney	FY25 Audit Services	19717	14,000.00
1/31/26	Greene Finney	FY25 1099 Preparation	40768	145.00
2/11/26	Ivey Communications	Pole mounted parking lot camera	INV-25754	4,124.50
2/2/26	McGriff Insurance	Property Renewal (4/1 – 6/30/26)	5684197	35,288.75
2/2/26	McGriff Insurance	Automobile Renewal (4/1 – 6/30/26)	5684198	148,959.75
2/2/26	McGriff Insurance	Umbrella Renewal (4/1 – 6/30/26)	5684199	12,809.25
2/2/26	McGriff Insurance	PEM Renewal (4/1 – 6/30/26)	5684200	876.75
1/6/26	McGriff Insurance	Brokerage Fee	5666710	27,000.00
12/31/25	Nelson Nygaard	Title VI Update & Public Engagement	91703	2,142.01
2/12/26	Piedmont Natural Gas	Spare Parts for CNG System	OTH-0026822	110,323.67
2/19/26	Piedmont Natural Gas	CNG Station Maintenance-40 hr. Inspection Service	41838-002	950.00
2/16/26	PSH Vision LLC	Bus Route Signage	59964	6,340.00
1/31/26	Reeves Young	O&M Construction Services through 1-31-26	APP033	286,066.03

1/23/26	RNKS Augusta St LLC	West End Lot Profit Share (partial Aug & full Sep)	RNKS-01232026	11,802.66
2/19/26	Snap-on Industrial	Toolboxes	ARV/67167387	3,045.00
1/29/26	Snap-on Industrial	Toolboxes	ARV/67019145	18,273.00
2/3/26	Snap-on Industrial	Toolboxes	ARV/67058706	6,090.00
1/30/26	Snap-on Industrial	Toolboxes	ARV/67035666	42,077.00
2/4/26	Snap-on Industrial	Toolboxes	ARV/67070570	5,691.00
2/6/26	Snap-on Industrial	Toolboxes	ARV/67094014	5,691.00
1/20/26	TAPCO	Bus Stop Signposts & Mounting Hardware (Wing Brackets)	1817140	1,625.00
2/2/26	TAPCO	Bus Stop Signposts & Mounting Hardware (L Brackets, Posts, Anchors)	1818038	6,340.00
2/6/26	TD Card Services	John Slipke CU Engineering Retreat	02062026JK-Board	888.41
2/6/26	TD Card Services	Snow Blower	02062026JK-Board	2,449.00
1/30/26	Travelers	Insurance Deductibles	672005	773.00
1/31/26	Young Office	Office Bookshelves	233981	2,306.47
Total				\$3,208,622.96

Mr. Stephen Astemborski made a motion to pay invoices totaling \$3,208,622.96, subject to the availability of funds. Ms. Amanda Warren seconded the motion. There is no opposition. The motion carries.

GTA/Staff Members Reports:

- Mr. Slipke stated that he and James Keel visited Jacksonville Transit Authority on Tuesday and Wednesday. They are conducting a pilot for an autonomous shuttle vehicle system in their downtown area. This has been worked on for several years. They utilize state and federal funding and have local support from County Council, Chamber of Commerce, etc. Their system is 10 times the size of Greenlink. Jacksonville is operating on pilot basis with a limited number of autonomous vehicles. They are small shuttles fitted to be autonomous. They are partnering with a German company Holon to build a manufacturing facility. They looked at vehicles at their test facility that can transport approximately 12 riders. This is a very complex technology project. There is a Command Center that is getting data from the cameras on shuttles. There are limited routes using these vehicles. Shuttle vehicles being built by Holon will be a big step forward. Vehicles will be completely driverless and eventually operate without an attendant. They rode in one of the vehicles. Vehicle does not brake gently. People were riding the vehicles. The Attendant can take over manual operation of the shuttle. They are in data collection phase. Went on tour of test facility and spoke with representatives for Holon who plan to break ground in around 60 days with production with target date the 3rd quarter of 2028. JTA plans to operate 100 of these vehicles. They receive visitors from around the world. Jacksonville is in a different regulatory environment. There are significant human engineering challenges. No attendant for wheelchair riders, etc. Must be done without onboard assistance. Mr. Keel said they have 2 to 1 ratio of support in the background. They have control room with one person looking at 2 of these vehicles in real-time. Audio and video are also in real time. The goal is 10 to 1, with one person monitoring 10 vehicles. This is the only system he has seen that mostly works. This technology could be beneficial for Greenlink, since there is a desire to have a downtown conference center. We will be running service from GSP to downtown Greenville and there will be the need for some type of downtown circulator. He feels there is an opportunity to deploy this type of technology. Greenlink is 5 years out from this, which is not a long time.
- Ms. Amanda Warren gave a public shoutout to James Keel who recently presented at the City Council Retreat.

Public Comments for Items Not on Agenda:

- Marian Nguyen – She is Student Body President of Furman University. She is part of initiative which advocates to local, state and federal governments. She would like a student discount for Furman students. Affordability is a factor in getting students to internships and jobs. She would like to see increased transit access to jobs and better mobility. Need stronger connections to contribute to local growth which would keep students in Greenville and contribute to economic growth. There is a need for clear and easy to read brochures on how to use the system from day one which can be shared with students during orientation. They would like to partner with the Transit Academy. She wants to address the condition of the bus shelters. She understands that Greenlink is working on constructing bus shelters. The

shelter at Furman currently has limited coverage and one bench and needs to be improved. Bus routes need to be improved. It takes 40 minutes to get to the downtown transit center.

- Rathma Reddy – She is a junior at Furman University and a member of the Student Government Association. There is a need for more efficient accessibility to healthcare facilities and grocery stores. A connector route is needed. This is needed for students without cars and international students. More efficient routes would help. They sent out a survey to Furman students and 80 % said they would use transit if there were better connections.

Mr. Mitchell stated that he and City Council member Tina Belge met with 13 Furman students. Kat Moreland agreed to work with them as well as Erin Predmore to connect students to downtown Greenville.

Mr. Stephen Astemborski made a motion to Adjourn. Mr. David Mitchell seconded the motion. There is no opposition. The motion carries.

Prepared by: Lorrie Brown
Lorrie Brown, Board Secretary

Date: 3/26/26

Approved by: Sean Rusnak
Sean Rusnak, Chair

Date: 3/26/26