

1 - Work Session Agenda

Documents:

[1 - AGENDA.PDF](#)

2 - Greenlink Update

Documents:

[2 - GREENLINK UPDATES.PDF](#)



CITY COUNCIL OF THE CITY OF GREENVILLE WORK SESSION MEETING

Monday, March 28, 2022 - 4:00 p.m.

Greenville City Hall, Council Chambers, 206 S. Main Street

Citizens may access the meeting at the following web address:

<https://www.greenvillesc.gov/1694/Online-Meetings>

CITY COUNCIL: Mayor Knox White; Councilmember Wil Brasington; Councilmember John DeWorken, Councilmember Dorothy Dowe, Councilmember Lillian Flemming; Councilmember Ken Gibson; Councilmember Russell Stall

CITY STAFF: City Manager John McDonough, Interim City Attorney Leigh Paoletti; City Clerk Camilla G. Pitman

AGENDA

- 1. Call to Order** **4:00 p.m.**
- 2. Greenlink Update** **4:00 p.m.**
(Presented by Transportation Director James Keel)
- 3. Executive Session:** **4:45 p.m.**
NOTE: City Council will leave the Work Session to conduct an Executive Session which is not open to the public. The Work Session meeting will adjourn following the completion of the Executive Session. No action will be taken prior to adjourning the meeting.
 - a. Economic Development Briefings**
- 4. Adjourn** **5:15 p.m.**



Greenlink Updates

MARCH 2022



<https://youtu.be/6IJ91NEBes0>



Operations



On-Time Performance – Fixed Route

2019

ON TIME: 38.6%

EARLY: 11.6%

LATE: 49.8%

2021

ON TIME: 67.1%

EARLY: 9.4%

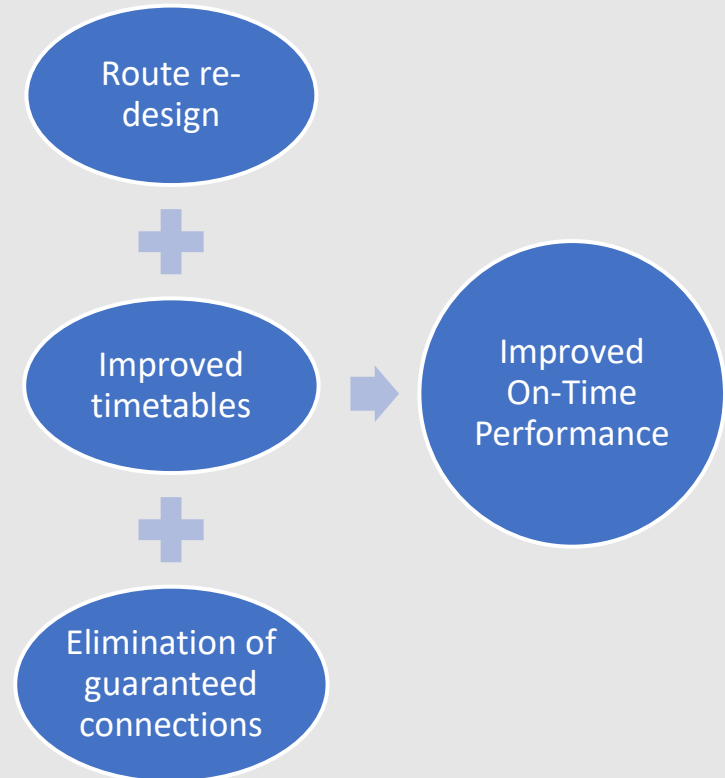
LATE: 23.4%

2022 Jan-Feb

ON TIME: 74.8%

EARLY: 8.6%

LATE: 16.6%





"Slow Your Roll" Campaign

- To improve on-time performance by targeting early arrivals on route (goal = < 5%)
- Incentivize operators to wait out timepoints through individual and team competition.
- Anticipated improvement in OTP is approximately 10%.



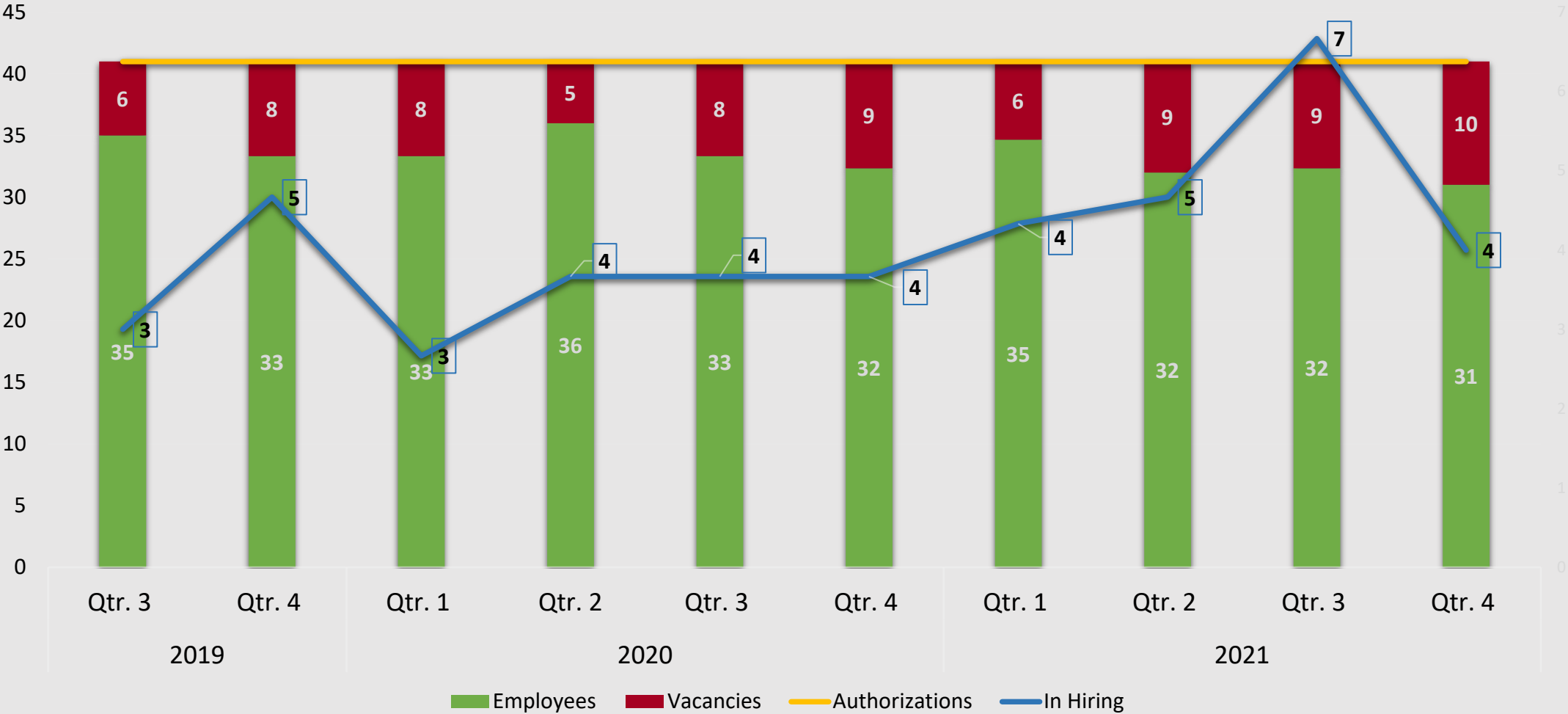
Staffing



[Learn More About Greenlink Jobs Here!](https://jobs.greenvillesc.gov)



Greenlink TDP Staffing Trends

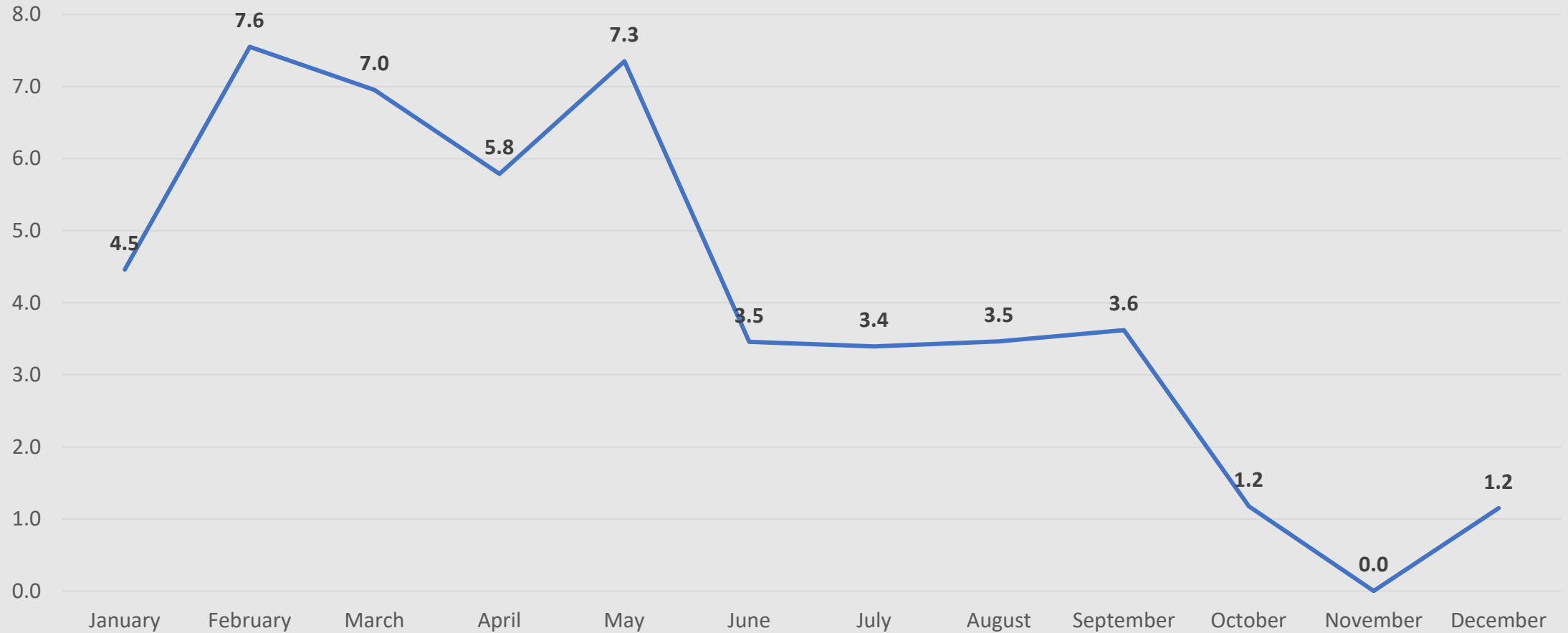




Maintenance

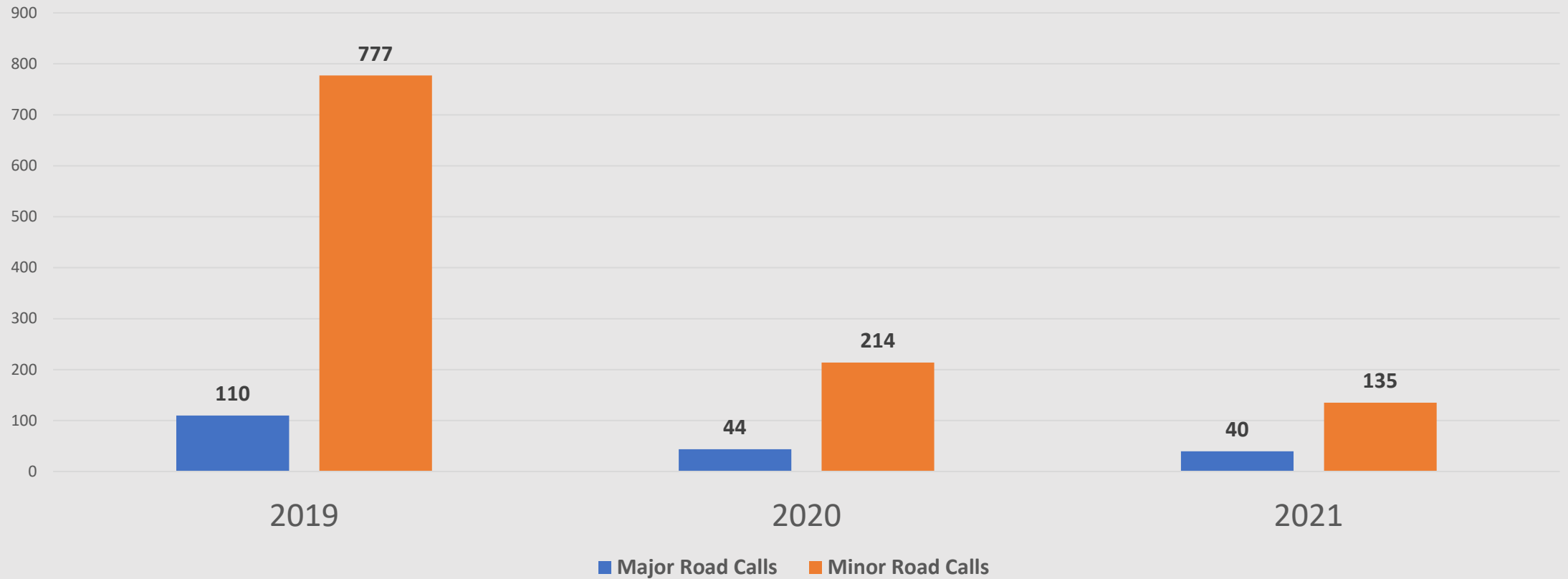


Major Service Interruptions per 100,000 miles



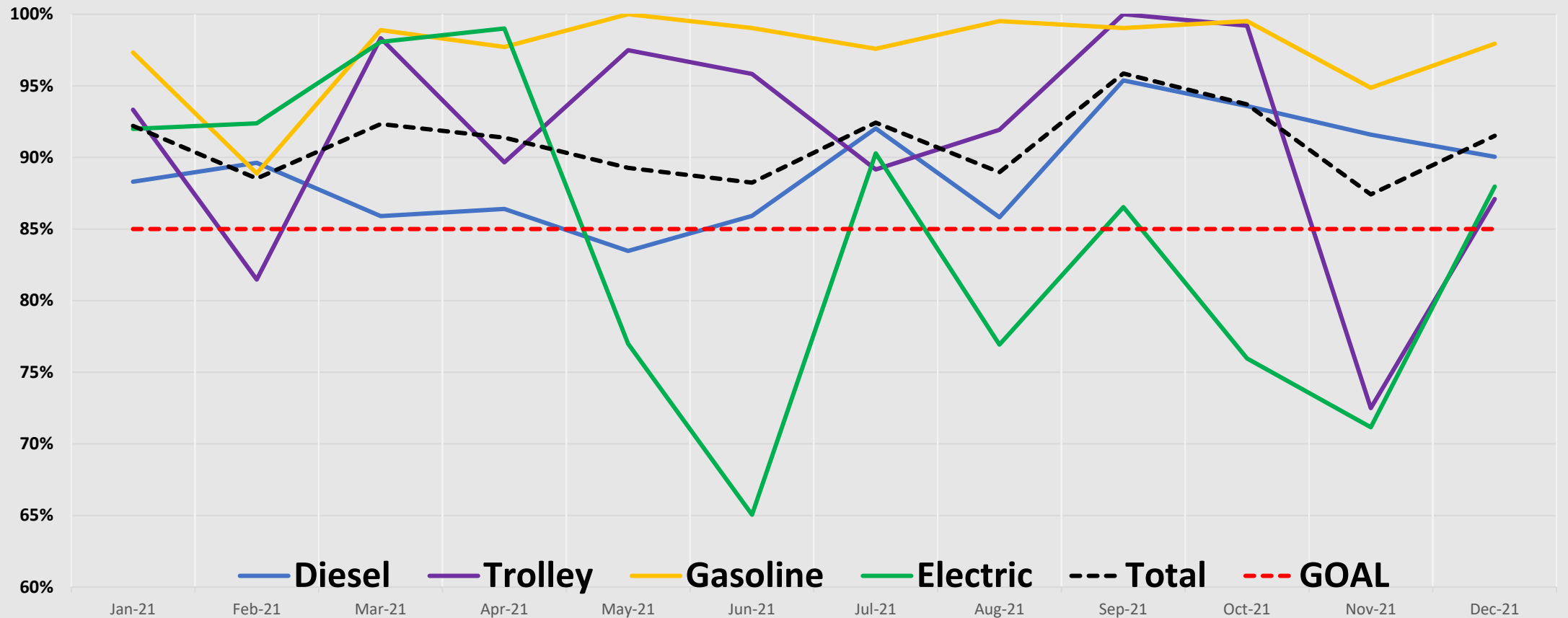


Road Call Improvement





Fleet Uptime by Energy Source

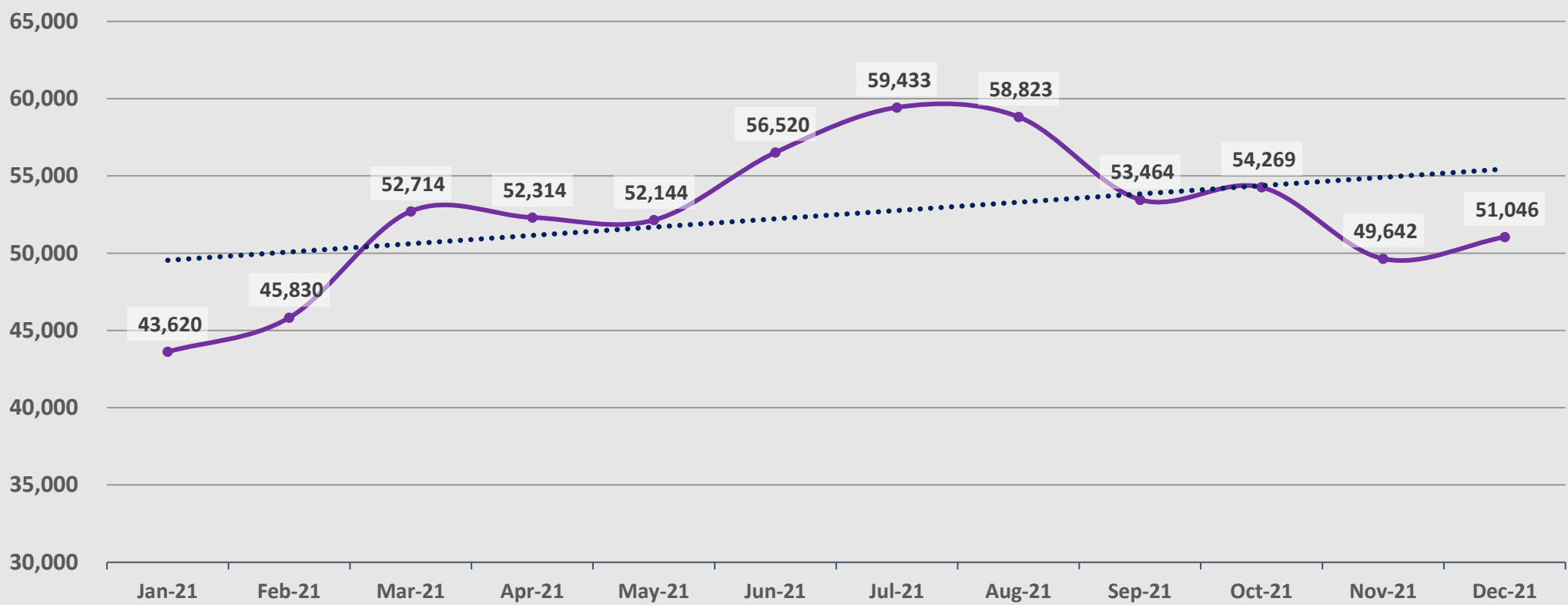




Ridership

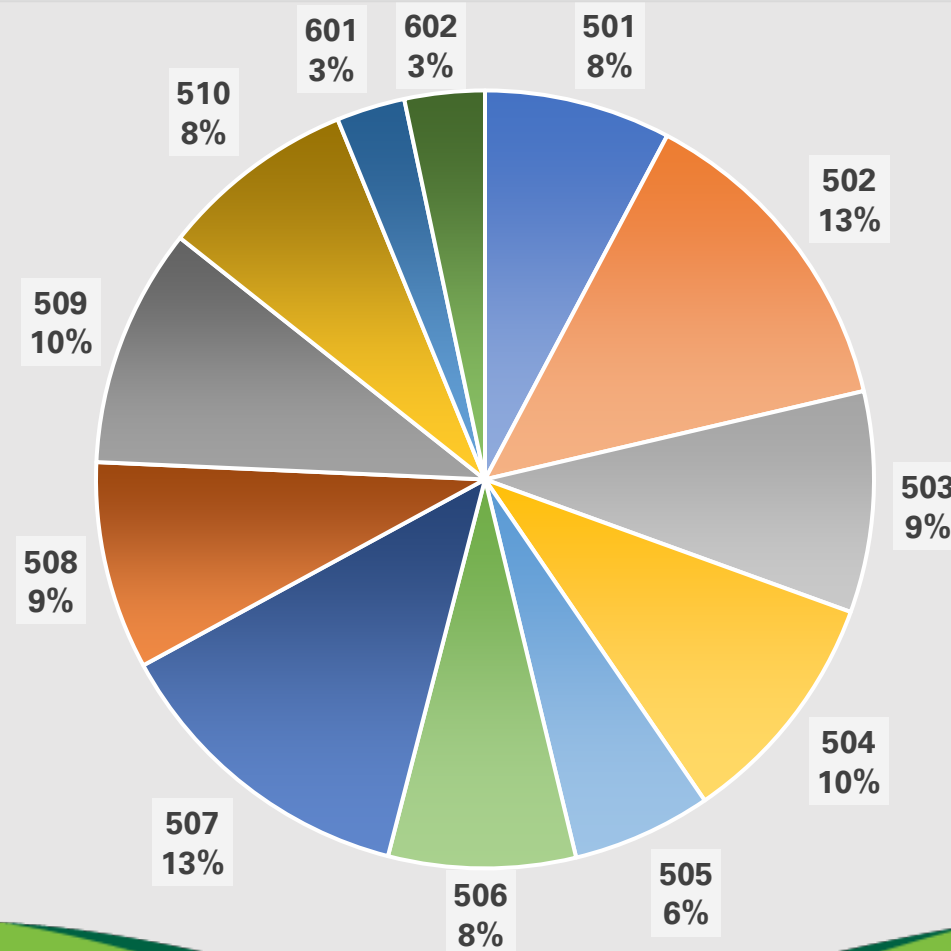


Fixed Route Ridership: <https://info.greenvillesc.gov/pages/greenlink-performance>



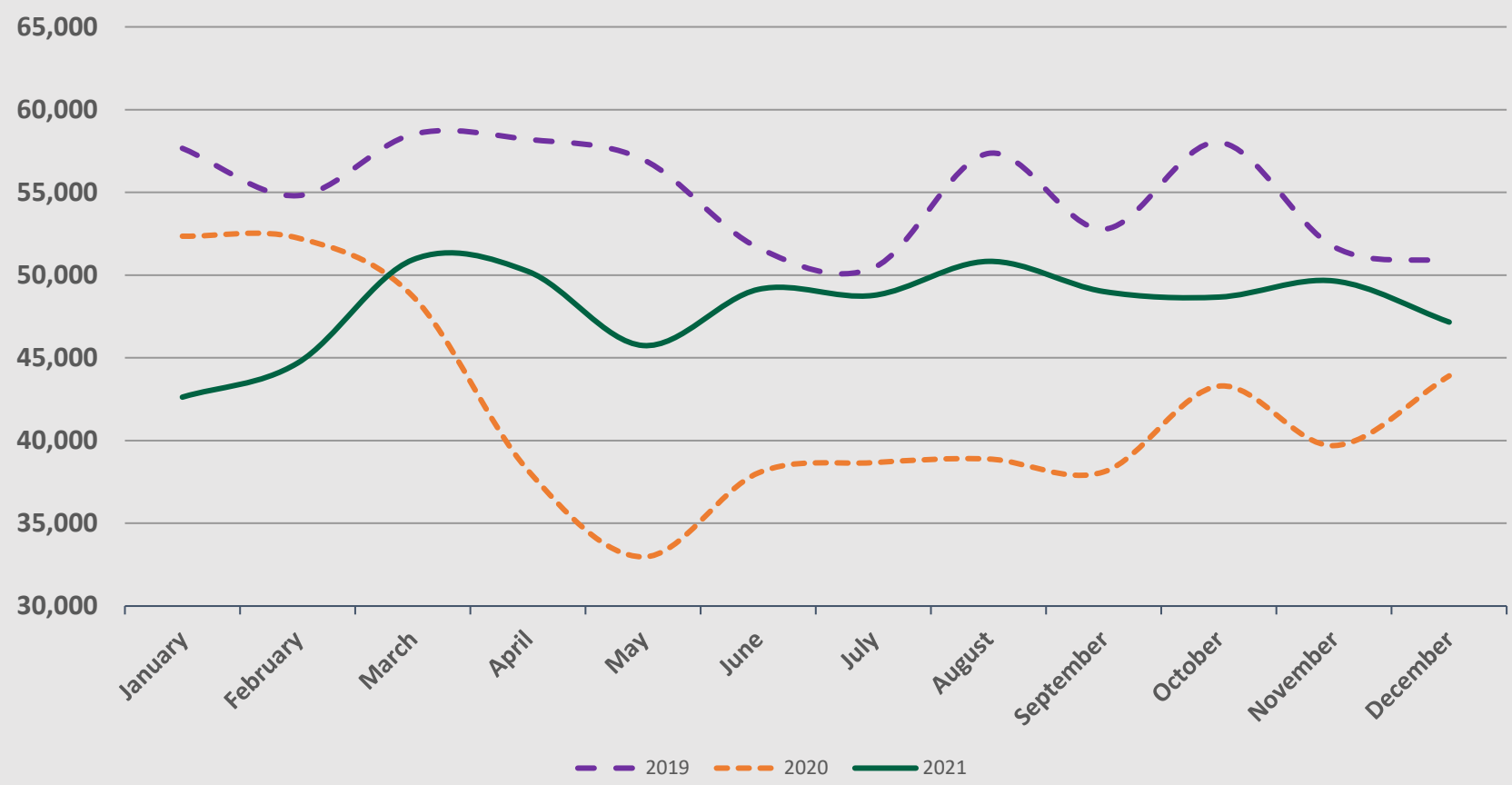


Fixed Route Ridership by Route:



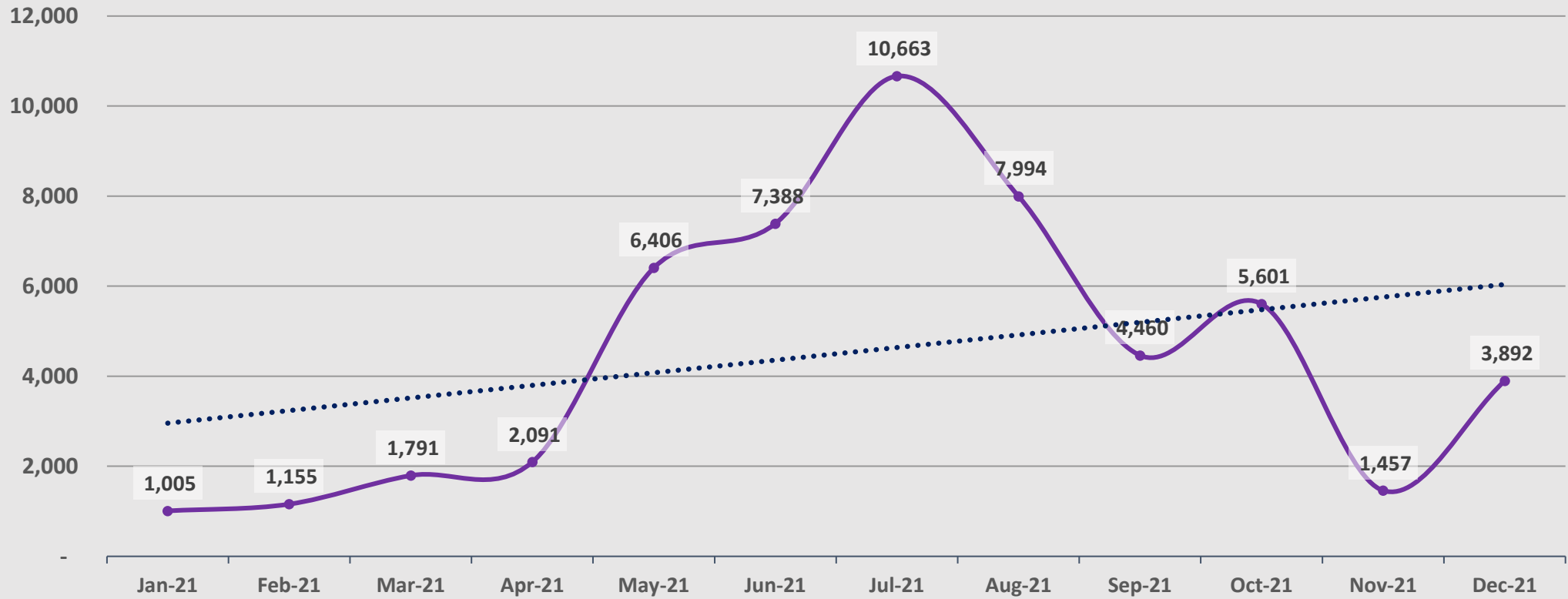


Fixed Route Trends



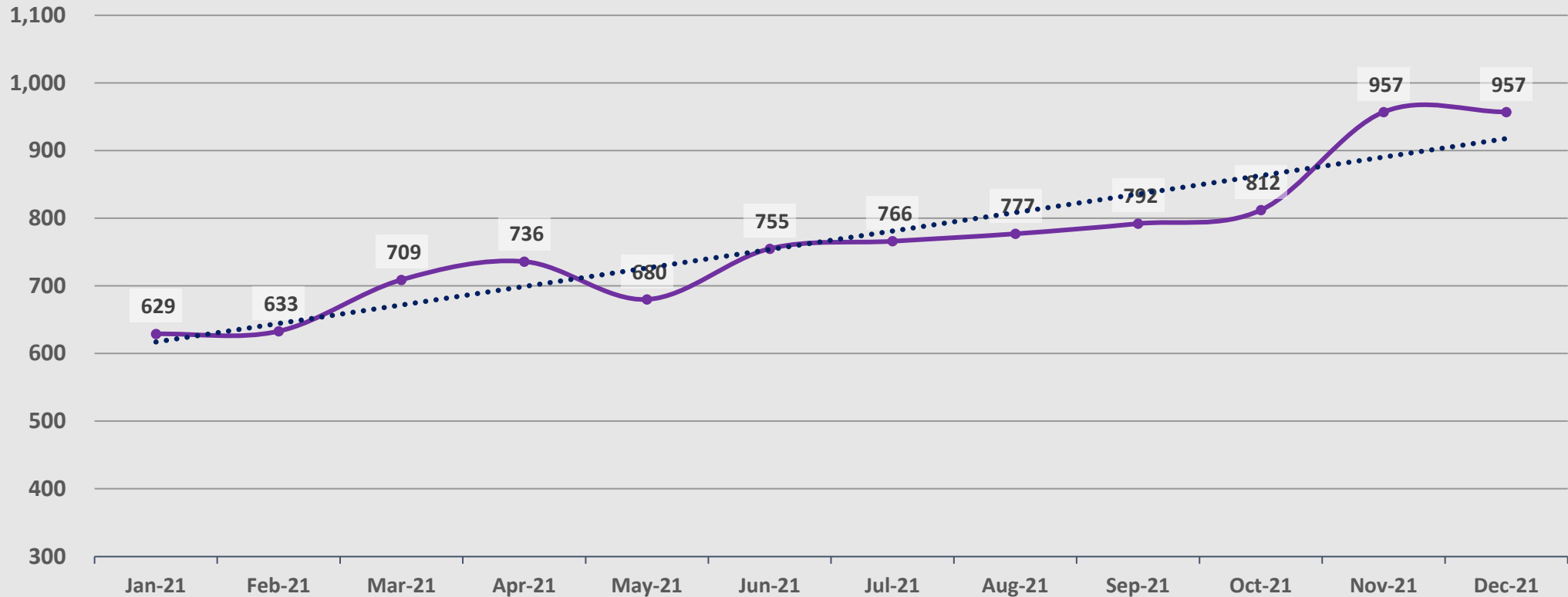


Trolley Ridership: <https://info.greenvillesc.gov/pages/greenlink-performance>





Paratransit (GAP) Ridership: <https://info.greenvillesc.gov/pages/greenlink-performance>





Bus Stop Infrastructure



City Infrastructure Conditions

Total Bus Stops: 289 (out of 487)

Seating Installed: 84

Near Term Stop Improvements: 61

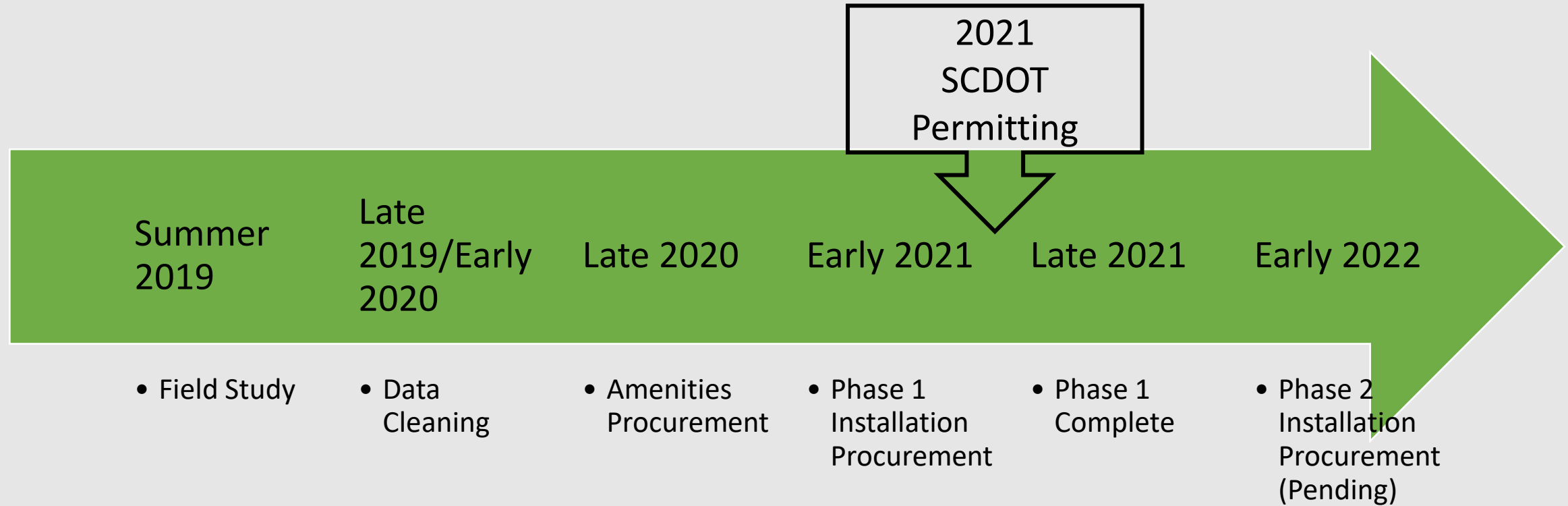
Long Term Stop Improvements: 122

Stop Improvements Breakdown:

- 77 6' Benches
- 20 Compact benches (SolStops w/o lighting)
- 24 Shelters
- 62 SolStops



Ranking Stop Improvements





Ranking Stop Improvements

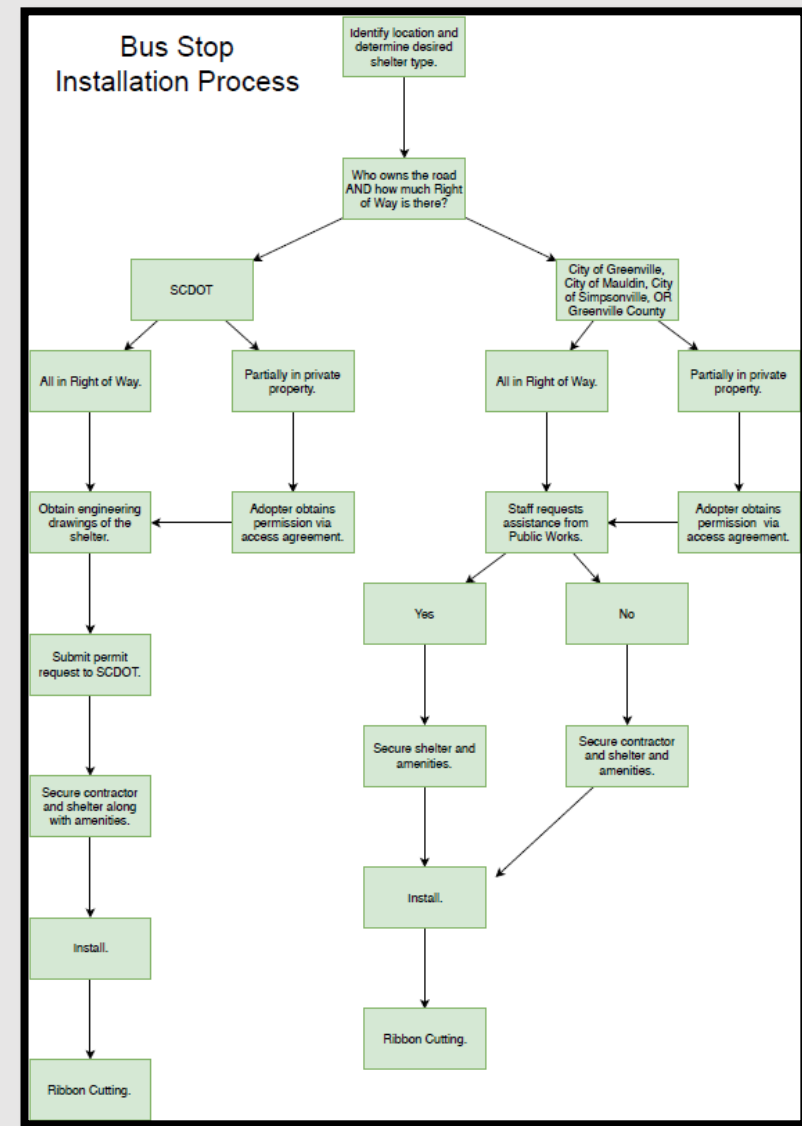
Category 5:	Low Difficulty. Bus stop is located along local roadway with direct sidewalk access. No private property agreements necessary, and no significant concerns identified.
Category 4A:	Moderate-Low Difficulty. Bus stop is located along an SCDOT roadway with direct sidewalk access. No private property agreements necessary, and no significant concerns identified.
Category 4B:	Moderate-Low Difficulty. Bus stop is located along a local or private roadway with direct sidewalk access. Private property agreement will be necessary, but no significant concerns identified.
Category 3A:	Moderate Difficulty. Bus stop is located along a roadway without direct sidewalk access. No private property agreements necessary, and no significant concerns identified.
Category 3B:	Moderate Difficulty. Bus stop is located along an SCDOT roadway with direct sidewalk access. Private property agreements necessary, but no significant concerns identified.
Category 2A:	Moderate-High Difficulty. Bus stop location will not require private property agreement, but a significant concern has been identified.
Category 2B:	Moderate-High Difficulty. Bus stop is located along a road without direct sidewalk access and will require a private property agreement. No significant concerns identified.
Category 1:	High Difficulty. Bus stop location will require private property agreement and a significant concern has been identified.



Installing a Bus Stop

Overview

1. Determine Need and Cost.
2. Confirm Funding Source.
3. Obtain SCDOT Permit and/or Owner Permission.
4. Procure Amenities and Installation Services.
5. Install.





New: Shelter





New: SolStop





New: SolStop





What can \$100,000 buy?

In 2019 (Actual): 100 bus stops*

In 2021 (Actual): 14 bus stops

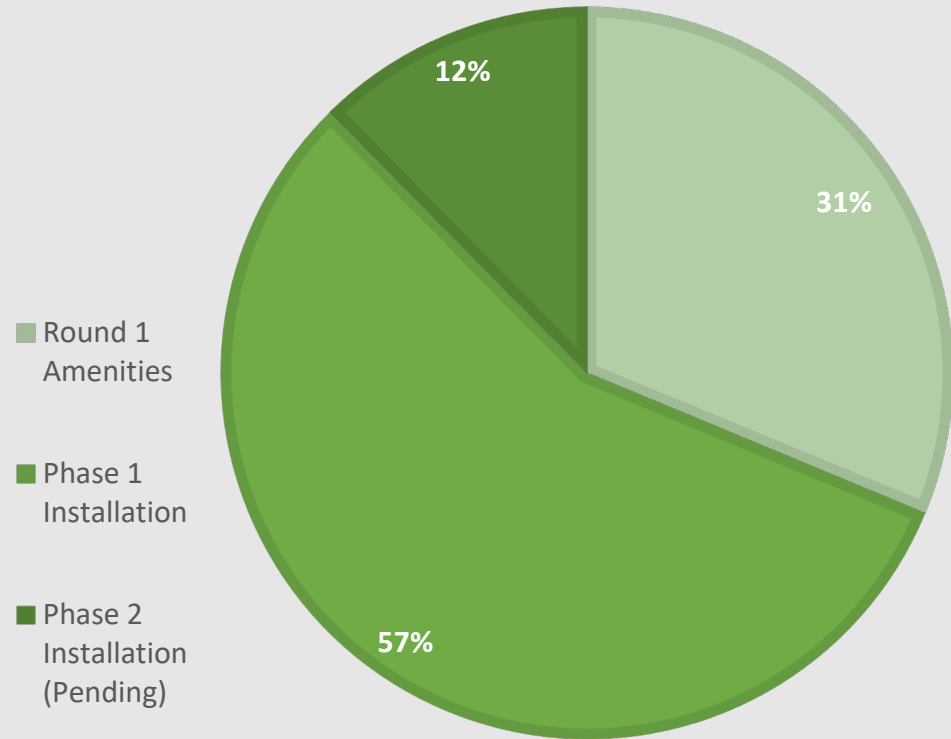
- Lowest bid → ~\$7,000/stop
- Highest bid → \$17,500/stop

In 2022 (Expected): 12 bus stops

**Installation only. Infrastructure not included.*



2020 Funds - \$160,000



Round 1 Amenities:

5 SolStops
1 Shelter
20 6' Benches
15 Trash Cans
50 Schedule Holders (grant match)

Phase 1 Installation:

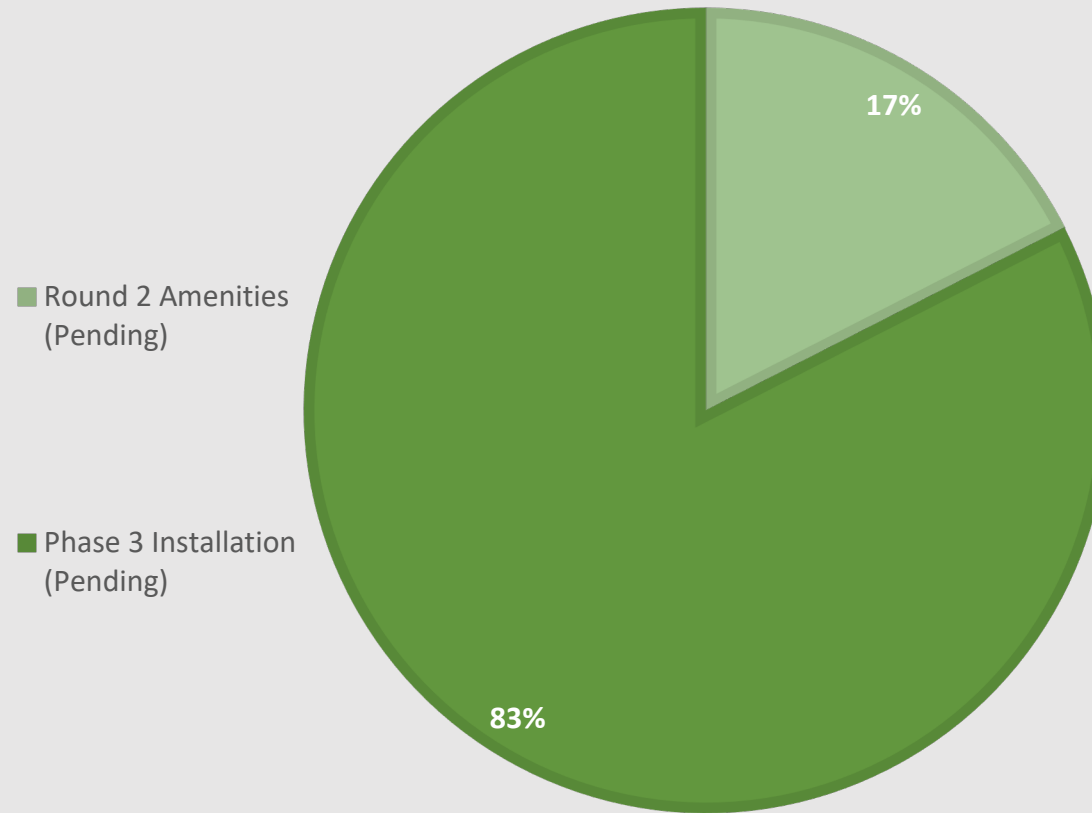
14 stops

Phase 2 Installation (Pending):

10 Benches
1 Shelter
2 SolStops



2021 Funds - \$200,000





Bus Stop Infrastructure

	Upgrades
Laurens Road	3
Augusta Road	
Pleasantburg	
Woodruff Road	2
W Washington	3
Wade Hampton	2
Easley Bridge Rd	1
Church Street	3



Complete **2**
Upcoming **7**



Complete **10**
Upcoming **10**



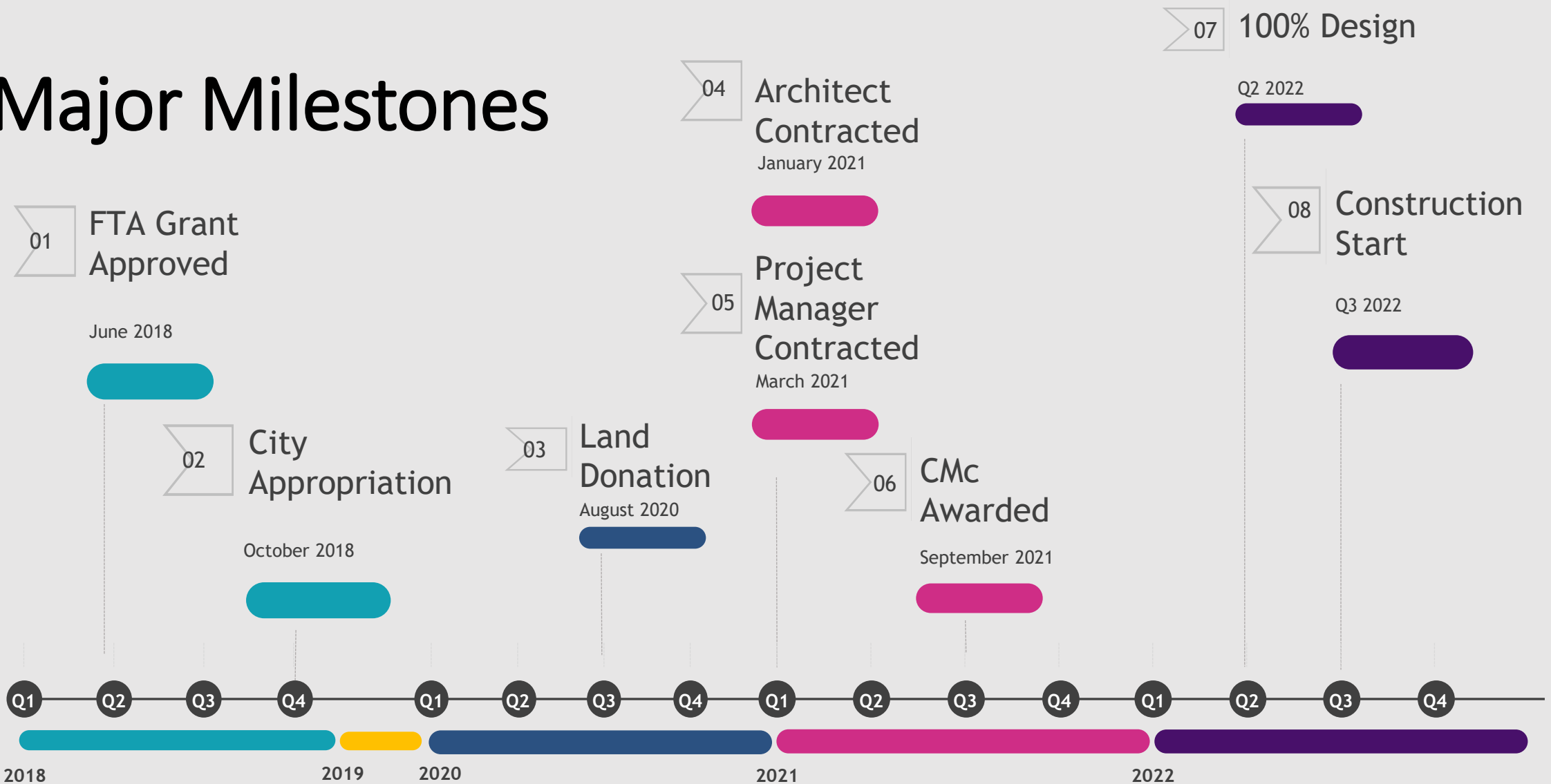
Complete **2**
Upcoming **4**



Maintenance Facility



Major Milestones





01 - 2018 - FTA 5339 Bus & Bus Facilities Grant

Requested \$15,710,000 in federal funds with \$4,000,000 committed from the City of Greenville

- June 2018: \$11,000,000 awarded – required a minimum \$2,750,000 local match
- Funds must be obligated by September 2021 **(Complete)**



02 - 2018 – City Appropriation

Requested \$15,710,000 in federal funds with \$4,000,000 committed from the City of Greenville

- City of Greenville appropriated \$1,400,000
- GTA then started working to find the additional \$1,350,000 needed



03 - 2020 – Greenville County Land Donation

- Working with Greenville County, multiple pieces of county-owned land were examined.
- 205 Arcadia Drive was the best site to meet GTA's needs (both federal requirements and operating requirements).
- Greenville County introduced the idea in the Committee of the Whole on March 3, 2020; went to first and second reading, a public hearing, and approved the transfer on May 5, 2020.
- The property was deeded in August 2020.
- The property was appraised at \$1,196,000.



04 - 2021 – Architect/Engineer - Wendel

- RFP for A/E was issued in June 2020
- Awarded September 2020
- Contract Signed January 2021
- Kicked off A/E late January 2021





05 - 2021 – Project Manager - Skanska

- RFP for A/E was issued in October 2020
- Awarded January 2021
- Contract Signed March 2021

SKANSKA



NEPA, Section 106, & Title VI

- National Environmental Policy Act (NEPA) was initiated in January 2021
- NEPA Examined 19 different focus areas
 - Biological, Recreation, Water Quality, Public Improvement, Construction Impacts, Property Acquisition, Energy, Environmental Justice, Cumulative & Indirect Impacts, Traffic, Floodplains, Aesthetics, Air Quality, Coastal Zone, Prime & Unique Farmland, Hazardous Materials, Navigable Waterways, Noise & Vibration, Wetlands, Historic & Cultural Resources, and Seismic & Soil
- NEPA MUST BE APPROVED prior to the FTA before obligating funds
- NEPA was approved July 8, 2021
- Section 106/State Historic Preservation was approved August 2021
- Title VI concurrence May 2021



Public Outreach

GTA Established a Stakeholder Group and Held Public Meetings

- Stakeholder Meeting #1 – February 18, 2021
- Stakeholder Meeting #2 – March 18, 2021
- Public Meeting #1 – March 30, 2021
- Stakeholder Meeting #3 – April 15, 2021
- Stakeholder Meeting #4 – May 6, 2021
- Stakeholder Meeting #5 – June 29, 2021
- Public Meeting #2 – July 1, 2021



Greenville County Board of Zoning Appeals

In Greenville County, a Government Building can be built in any zone so long as the BZA approves a Special Exception:

- ✓ The use meets all required conditions.
- ✓ The use is not detrimental to the public health or general welfare.
- ✓ The use is appropriately located with respect to transportation facilities, water supply, fire and police protection, waste disposal, and similar services.
- ✓ The use will not violate neighborhood character nor adversely affect surrounding land uses.



Board of Zoning Appeals - Approval

- Condition of Approval: “...specific amenities which must be constructed and installed within 12 months of the completion of the other facilities, and clarified the time frame which said items are to be installed after concerns on funding. The following amenities items were mentioned as the list of key amenities being required in the motion:
 - undeveloped and landscaped open space with the same configuration and acreage as shown in the site master plan,
 - trail system that is substantially the same as presented in the site master plan ensuring there is easy pedestrian access to all the amenities,
 - landscaping elements of the master plan be equal or greater than what is shown,
 - open areas and playing fields,
 - covered picnic tables and seating,
 - playground, and
 - the school memorial all as shown on the master plan.”



Washington High Alumni

- Greenlink Staff has been meeting with the Washington High Alumni in an effort to understand their wishes to memorialize Washington High School
- The Alumni is planning to have a call for artists to design a monument
- The Board/Community Room will also host some of the history of the school
- Naming for the park and community room is also being discussed



06 - 2021 – Construct Manager as Constructor – Reeves Young



- RFP for A/E was issued in June 2021
- Awarded September 2021
- Contract Signed October 2021

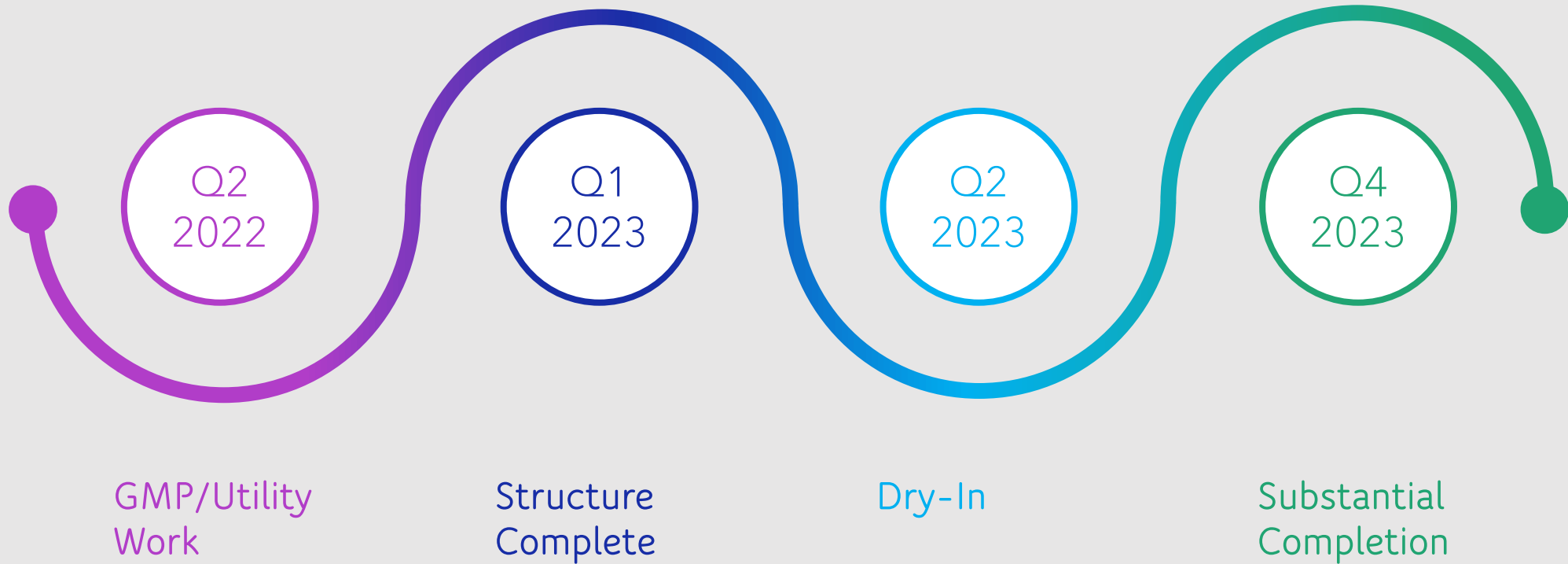


07 - Design Schedule

- 30% Design – June 25, 2021
- 60% Design – ~~January 31, 2022~~ October 29, 2021
- 90% Design – April 12, 2022
- 100% Design – May 31, 2022



08 - Preliminary Construction Schedule





Maintenance Facility Funding Needs

Maintenance Facility-Related Costs		
Item	Cost	Percent of Project
Architectural & Engineering	\$3,000,000	6%
Project Management	\$600,000	1%
Construction	\$34,600,000	69%
Equipment	\$1,200,000	2%
CNG Station	\$2,800,000	6%
Battery Bus Charging	\$2,700,000	5%
Park/Greenspace	\$2,000,000	4%
Bio-Retention	\$400,000	1%
Contingency	\$3,000,000	6%
TOTAL	\$50,300,000	

Funding		
FTA Grants	\$23,700,000	47%
City/County	\$1,500,000	3%
Sales of Assets	\$10,000,000	20%
TOTAL	\$35,200,000	70%
Funding Needed	\$15,100,000	30%



Going Electric



Going Electric

- 4 Proterra Buses in the Fleet; ordering 6 more
- 13 – 35' Diesel Buses that are eligible for replacement in 2023
- 4 – 35' to Buy – either CNG or Diesel (funding secured)
- 1 – 28' Gasoline Bus eligible for replacement in 2023
- 18 buses that could be electric – but we would likely need ~27 + charging infrastructure.
- Around \$27M, minimum local match ~\$4M.

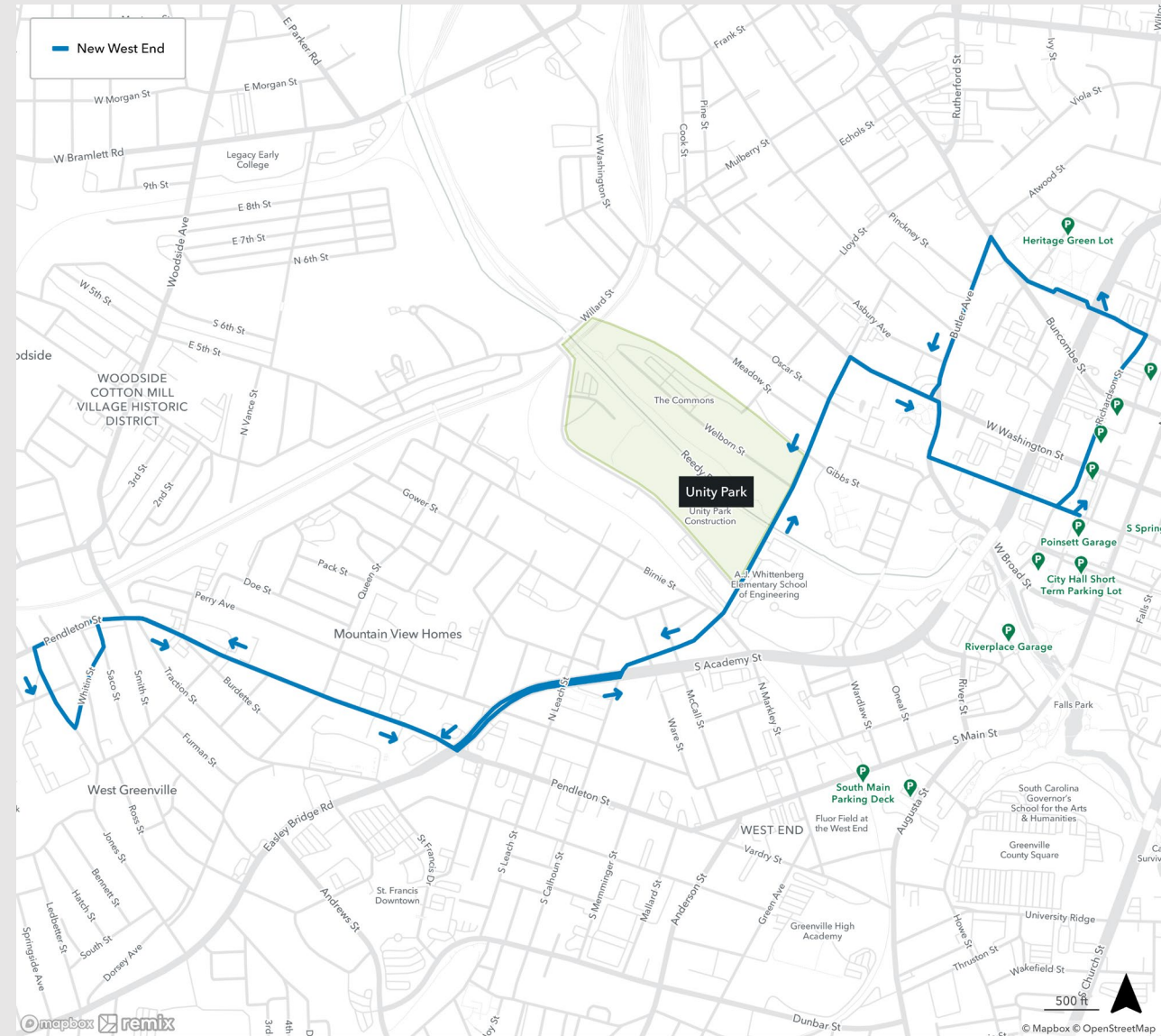


Downtown Trolley



Trolley Changes

- GTA is currently receiving public comments about the elimination of the Attractions Route and changes to the West End Route to include Unity Park.
- If approved, this will go live this Spring.



greenlink

Connecting Greenville