

MINUTES
GPATS POLICY COORDINATING COMMITTEE
August 19, 2019
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Butch Kirven, Senator Loftis, Representative Burns, Representative Collins, Representative Smith, Councilor Costner, Councilor Davis, Councilor Hudson, Councilor Meadows, Councilor Norris, Councilor Seman, Councilor Tripp, Mayor Amidon, Mayor Cook, Mayor Danner, Mayor Durham, Mayor Petersen, Mayor Raines, Mayor White, George Campbell, and Keith Brockington

OTHERS PRESENT: S. Holt, B. Groel, H. Hahn, A. Ikein, D. Montgomery, H. Gamble, J. Caime, D. Satterfield, R. Wyatt, B. Sanderson, M. Bogart, M. Holden, C. Lucas, E. Haley, R. Ward, B. Madden, D. Dyrhaug, S. Amell-Jackson, V. Holmes, J. Parkey, R. Sloan, C. Link, J. Chandler, M. Pleasant, E. Dillon, K. McCormick, K. Sullivan, J. Keel, A. Lovelace, and J. Henderson

CALL TO ORDER/WELCOME

Chairman Kirven called the meeting to order at 10:06 a.m. Chairman Kirven welcomed all in attendance and thanked all to help make the needed members for a quorum.

APPROVAL OF THE JUNE 3, 2019 COMMITTEE MEETING

MOTION: By Councilor Norris, seconded by Mayor Durham to approve the minutes of the June 3, 2019 Committee meeting. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Casey Lucas addressed the Committee members with a brief presentation of projects that have moved forward since the last Policy Committee meeting. The items were included in the agenda packets. She advised the Woodruff Road Parallel Project Environmental Assessment (EA) was just submitted to FHWA last week for review. She stated the next step would be to receive a signed EA around October 2019 and then have a public hearing near the end of the year. She advised the TAP Projects for City of Fountain Inn Woodside Streetscape and Pickens Downtown Doodle Connector are being bundled together to hire a consultant for design; in the meantime SCDOT has completed in house surveys for both and the surveys will be given to the selected consultant. She stated the Town of Central is the newest TAP application received by the Federal Grants

Office and is being processed for preconstruction. She stated the following projects are waiting for utilities to be certified.

- Roper Mtn Rd
- Roper Mtn Rd Ext
- SC-153 Intersection Improvements
- S-164 Gibbs Shoals Road

She explained even though S-164 Gibbs Shoals Road Project is not a GPATS Guideshare Project it does fall within the GPATS' boundaries. Ms. Lucas then showed the Committee members progress slides of projects.

Representative Smith asked the question if the monies appropriated from several years ago are being used or is it monies from the new gas tax for the bridges.

Ms. Lucas advised the bridges she was showing at the time of his question are from the SC-153 Extension and funding for these bridges was from the Guideshare awarded back in November 2017.

Ms. Lucas stated that SCDOT has created a website for construction updates for the S-164 Batesville and Woodruff Rd Widening Projects which can be accessed on the SCDOT's website. She advised she will relay all information shared from this meeting to the Environmental Team with SCDOT which updates the website making it available to the public.

Ms. Lucas made herself available for any questions.

Mayor Raines stated at the last meeting he inquired if the Swamp Rabbit Trail will be in line with the same schedule as the Butler Rd improvements, he noticed the Swamp Rabbit Trail did not show Mauldin's listed projects.

Ms. Lucas stated she was advised the TAP Swamp Rabbit Trail Extension Project was placed on hold.

Keith Brockington stated the Mauldin portion of the Swamp Rabbit Trail is not a TAP Project and will be a stand-alone Guideshare Project which will extend from CU-ICAR to Butler Rd. He stated once the scope has been determined for the Butler Rd Project the Swamp Rabbit Trail will be incorporated and will appear on the Guideshare once they begin to move forward with the project.

Councilor Norris wanted Committee members and guests to know she is very proud of the Hampton Avenue Bridge and hopes it does not take much longer to complete.

Ms. Lucas advised it is currently in construction.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT AC #1

Keith Brockington addressed the Committee members on the Amendment AC #1 financial statement which was included in the Committee's agenda packet. He advised of the following changes:

- Roper Mtn Rd
 - Shift Construction funds from FY2019-2020 to FY2020-2021
 - Increase FY2021 Construction funding by \$1 million
- Roper Mtn Ext
 - Shift Construction funds from FY2019-2020 to FY2020-2021
 - Increase FY2021 Construction funding by \$2 million
- Butler Road
 - Increase FY2024 Construction funding by \$5.5 million

Mr. Brockington stated the funding for Butler Road is not an increase of funds to this project but these funds were originally included in several generations of the TIP; however, in the 2016 TIP this amount was showing in the remaining cost column but was not included when preparing the 2018 TIP.

Mr. Brockington made himself available for any questions.

MOTION: By Representative Smith, seconded by Mayor White to approve TIP AC #1 Amendment. The motion carried unanimously by voice vote.

HIGHWAY SC-14 CORRIDOR STUDY PRESENTATION

Mr. Jon Camie, Laurens County Administrator, addressed the Committee members illustrating the need for the Hwy SC-14 Corridor Study in Laurens County. The information was included in the Committee's electronic packet with a link to access the Hwy SC-14 Corridor Study. He advised this study is currently being prepared by consultants with Thomas & Hutton. He stated the study will be included in the Laurens County long-range planning process. He stated due to the ongoing growth occurring at the ZF Transmission Plant, with 2,000 plus employees and the upcoming Connexial Center Industrial Park, there is an overdue need to fix interchanges from exits 22 through 18. He then introduced the consultants with Thomas and Hutton to give their presentation to the Committee members on the study.

Mr. Brad Sanderson and Ms. Mary Bogart with Thomas & Hutton gave a slide presentation of the Hwy-14 Corridor Study. Mr. Sanderson advised the study area reaches from exit 22 to Friendship Church Rd near ZF Transmission Plant. He stated one part of the study was to identify challenges within the Corridor and explained how exit 19 has major issues with the interchange with all the on and off ramps converging in one location but all the industrial development is on the other side of the railroad tracks. He explained how the 3,000 plus people which arrive at this destination along this corridor must come and merge at the one location then all cross the railroad. He stated the purpose of this study was to review existing conditions of traffic along the

corridor, he noted there had been one failure at Abercrombie, three failures at exit 19, and two additional failures at Friendship Church Rd.

Ms. Bogart continued the presentation explaining how the study was created and the four steps involved.

- Collect data
- Model the traffic conditions
- Develop future traffic projections
- Model the conditions off the interstate then look at projections and compare with industry standards

Ms. Bogart stated in phase one the concerns were at Friendship Church Rd and Owens Rd. Additionally up north breakdowns were occurring at exit 22. Phase two became worse in the breakdowns in the southern portion of Friendship Church Rd and Owens Rd. She advised conditions continued to get worse at Woodfield Industrial Park access point off ramp I-385 and then at the intersection of Hunts Bridge Rd and SC-14. Phase three had unacceptable traffic conditions and congestion which is what drivers tend to avoid and was prevalent throughout the study area.

Ms. Bogart advised the study has three locations which were selected to improve the level of service; the first area is a four way intersection at Hunts Bridge Rd and the on ramp to I-385 and SC-14 located in the northern section. She stated they recommend Woods Drive be relocated which would allow it to be a standard intersection then later have a traffic signal or roundabout. She advised it would cost \$1.63 million to place acceptable traffic conditions in this area. She stated the southbound off ramp at exit 22 with some minor widening and signalization would bring this to acceptable conditions. The third area was the access points to the Woodsfield Industrial Park which is partially developed but will need some widening and signalization. She advised there are still some concerns in regards to the southern section of the study area about the geometry of exit 19. She stated all the movements at exit 19 cross the same point which is an unusual setup for an interchange and not conducive for traffic. She advised with the Connexial Industrial Park there is no accommodating access point east of I-385, which needs to be addressed. She stated the northern area widening and improvements can be done at the cost of \$4 million; however, in the southern area further funding is needed to study exit 19 on a larger scale. She advised they will continue to submit for build transportation grants and SCDOT planning and funding opportunities.

Mr. Sanderson continued the presentation stating the calculations for improvements would cost \$4 million with preliminary designs and a new interchange would cost \$57 million. He stated before the Interchange Justification Report (IJR) the expected cost is around \$1.7 million. He advised they submitted a build transportation grant application last year requesting \$1.7 million for the IJR and another build transportation grant was recently submitted for both IJR and interchange. He then presented slides showing what exit 18 would look like after all these changes.

Chairman Kirven advised the study presentation is requesting GPATS Policy Committee endorsement only and that it does not come with any commitment of funding but would allow GPATS Study Team and Staff to work with the study area and refine it with possible projects resulting from this study.

Mr. Sanderson and Ms. Bogart made themselves available for any questions.

A question was asked that the memo stated the endorsement would also direct Staff to develop future amendments to the GPATS Long-Range Transportation Plan (LRTP) if this would encumber and change in some regard.

Mr. Brockington advised this study will assist Staff to assess if projects can be brought forth into adoption into the LRTP. He stated half of the study area is outside of the GPATS boundary which stops at the ZF Transmission Plant. He advised that exit 18 to exit 19 are currently outside of the GPATS area but the I-385 and SC-14 being a primary corridor is relevant to GPATS area. He explained an endorsement does not encumber GPATS to any funding, but with any study or request from an area with projects that would likely be included in the LRTP Staff would then be able to take the study and work with SCDOT to be submitted to SCACT 14 and then be placed in the project list.

Another question was asked if another MPO or other funding organization is in place to the south of Greenville County which includes the Laurens and Clinton areas.

Mr. Brockington advised the upper Savannah COG covers the unurbanized areas of Laurens County and they are aware of this study. He advised with the upcoming new census GPATS may see new expansion in 2022 and, given the growth of Laurens County, it is very possible this area may be brought into GPATS.

Representative Smith wanted the Committee members to know he has a client in Gray Court which may be impacted by from this study and he will be abstaining from this vote.

MOTION: By Mayor Raines, seconded by Councilor Seman to endorse the Hwy SC-14 Corridor Study for Laurens County. The motion carried unanimously by voice vote with one abstention (Representative Smith).

SCDOT REGIONAL TRANSPORTATION FORUM UPDATE

Keith Brockington addressed the Committee members with a summary from the SCDOT Regional Transportation Forum he and Chairman Kirven attended. He stated should the Committee members have any questions he may need to redirect them to SCDOT. He advised this will be a summary of information from the two hour presentation SCDOT gave at the forum.

- Gas tax funds over a billion dollars of road and bridge contracts have been issued against the trust fund cash balance. To date over \$700 million has been generated to this trust fund balance. Amount of \$659 million over 200 thousand miles of paving, \$106 million for over 700 miles of road and safety projects, \$11 million for 13 additional bridge projects, and \$246 million to assist in widening of interstates.
- SCDOT pays contractors as they complete the work not before. \$1 million will repave two and half to three miles of two-lane highways and one penny of the gas tax generates \$33 million in revenue.
- Regional Safety Projects with emphases on fatality and serious injuries with the primary areas of concern are night time and road departures. Data is based from 2013 through 2017.
 - \$50 million Rural Road Safety Program
 - \$11 million Interstate Safety Program
 - \$9 million Rumble Strip Installation
 - \$22 million Intersections and High-Risk Locations
 - \$13 million towards Intersections
 - \$4 million Railroad Safety
 - \$5 million Work Zone Enforcement and Target Zero Enforcement Teams (previous allocated)
 - \$5 million Road Safety Assessment and Implementations
 - \$5 million Vulnerable Road Users which are Pedestrians and Bicycles Safety Projects

Mr. Brockington advised this would make the annual funding cost \$99 million.

Mr. Brockington stated fatalities and serious injuries emphasis areas are roadway departures, intersections, and non-motorist have gone down slightly in 2018 since the 2013 - 2017 data with the exception of non-motorist category. He advised one counter measure being talked about is roundabouts which completely eliminates the crossing points and reduces the likelihood of a fatality or serious injury; another possible counter measure is a restricted crossing U-turn or an R-CUT. He explained this measure is where left turns are prohibited at intersections with major highways. Instead the driver is forced into a right turn and then a U-turn. He stated these movements have been calculated and in many cases it is faster to make the right turn and then a U-turn rather than to wait for an opening to make a left turn. He advised it not only is improving congestion and travel time but is also greatly improving safety due to removing left turning movements which create right angle crashes as well as removing suicide lanes.

Mr. Brockington presented a slide of the Rural Road Safety Projects showing areas that are in GPATS boundaries but stated the presentation was tailored for the Appalachian Council Government Region which showed the Anderson, Cherokee, Greenville, Oconee, Pickens, and Spartanburg areas. He stated Highway Safety Improvement Projects includes Anderson, Greenville, Spartanburg, and Cherokee and the Road Safety Audits

will have two on US-29 and one on SC-183 but the Woodruff Rd and White Horse Rd have been completed. He mentioned anyone with questions can contact Duncan Smith with SCDOT and he will provide Mr. Smith's email should they want to contact him.

Mr. Brockington advised all projects moving forward will have Feasibility Reports (FR) done. He stated Betsy McCall is the contact person at SCDOT regarding FR and should anyone want to contact her he will provide them with the information. He stated the main goals of a FR is to develop the purpose and need, project goals, scope, cost, and schedule early on in the planning phase of work prior to the scheduling of full preliminary engineering right-of-way acquisition and construction. He advised this has already occurred in the Transportation Improvement Program (TIP) adopted in June which several hundred thousands of dollars were allocated to the new projects but did not show allocation of the full millions of dollars required to implement these projects. He stated funding allocated is to complete the FR to further refine the cost and scope before fully programming the project. He advised a Project Development Team (PDT) is selected that consists of stakeholders who will develop the document and it will serve as an agreement between the Department and Project Sponsor. The accomplishments of the FR will include:

- Acts as a Living Document
- Documents Project Goals and Scope
- Documents Decisions and Discussions
- Documents Project Timeline

Mr. Brockington advised the FR process overview is completed in four parts; PDT Scoping Meeting, Final PDT Meeting, Subcommittee Meeting, and Report Compilation and Adoption. He stated the Adoption would be given to the Policy Committee. He advised the PDT representative for GPATS would:

- Keep the Technical Advisory Committee and Policy Committee up-to-date with all discussions and concurrences within the PDT.
- Funnel Committee Information to the PDT
- Present FR to Policy Committee for adoption

Mr. Brockington stated the Policy Committee would give any comments to the PDT Representative, ask for any clarifications, and sign the FR. He advised once the FR is done and it is determined the project is not feasible it avoids spending millions of dollars and getting committed to a project then having to find a way to repay the Federal Highway Administration. He stated the FR assists with finding a less expensive way to move forward with preliminary engineering.

Mr. Brockington then presented a slide presentation on Multimodal Transportation Plan (MTP) Horizon2040. He advised the SCDOT is moving forward with their MTP which will include an Interstate Plan, Freight Plan, Strategic Corridor Plan, Rail Plan, Statewide Transit Plan, and Statewide Strategic Safety Plan. He stated this will include all modes of

transit. He advised SCDOT is currently doing a survey and will be open until the end of the month. He stated a link to this survey was sent to all stakeholders by GPATS. He advised SCDOT will be looking at adopting the MTP at the beginning of next year.

Mr. Brockington then presented an overview of the Utilities Bill Act 36. He stated this is to assist in expediting state, county, and municipal infrastructure improvement projects by aiding public water and sewer utilities in relocating impacted facilities and was signed into law on May 13, 2019. He advised the GPATS Guideshare Projects will be assuming a larger portion of relocation and design costs on small public water and sewer utilities and up to 4% of the original construction bid amount of the TIP for larger public water and sewer utilities relocation.

Mr. Brockington stated the County Transportation Committee (CTC) is a partnership between SCDOT and 46 counties. He advised it is codified in State Law. He stated the current amount of funding is a little over \$96 million and the CTC uses a three part formula for projected distribution (Land Area, Population, and Rural Road Mileage). He advised 25% is required to be spent on State system and there is also a Donor Bonus which is allocated by formula. He stated the revisions to the C-Fund Law (Act 40) gas tax has increased from 2.66 ¢/gallon to 3.99 ¢/gallon increasing 0.3335 ¢/gallon each July 1 until year 2021 and the entire new money is required to be spent on State system. He stated the Donor Bonus increased from \$9.5 million to \$17 million in the State Fiscal Year 17/19 and up to additional \$3.5 million divided among eligible counties. He presented a chart slide which showed in fiscal year 19/20 Greenville received a Donor Bonus over \$2 million. He advised the CTC types of projects are Furtherance of County Transportation Plan, State or Local Projects, Serving a Transportation need which is open to the public or owned by a government entity or part of a road network, Resurfacing, Matching other Transportation Projects, and Capital Improvements.

Mr. Brockington advised the SCDOT's Transportation Alternatives program (TA), previously called (TAP), is to expand travel choices and improve the transportation experience; also, to connect communities by providing funding to rebuild our bike/pedestrian transportation system in order to provide for the safe and efficient movement of people. He stated SCDOT awards TA funds to local governments through Transportation Management Areas (TMAs) or Small and Non-Urban Areas. He advised the TA grant will fund up to 80% of eligible project costs but not to exceed the maximum funding award and requires at least 20% local match. He stated there is a new item with FAST ACT requirements. He advised the grants have a performance period of 4 years which is from the Federal Funding Award Year plus three years. He stated that these projects need to be completed as quickly as possible before the funds lapse. He advised these funds are to be used exclusively for Pedestrian Facilities, Bicycle Facilities, Streetscape Projects, and Activities formally eligible under the Safe Routes to School Program. He stated GPATS accepts applications for TA Projects in the spring and are presented to the Committee to be included in the TIP at the May or June meeting. He advised to ensure project proposals are eligible Local Public Agencies (LPA) are encouraged to coordinate with SCDOT during the early stages of the development of the

TA application. He advised things to consider when submitting an application is to have a well-defined project scope, detailed cost estimate up front, availability of matching funds, and recommends the project be vetted by SCDOT first.

Mr. Brockington then showed a slide of SCDOT Coordination Gaps:

- Resurfacing – SCDOT, MPO/COG, CTC's Counties
- Bike/Ped Plans – SCDOT Planning Division, MPO/COG, CTC's Counties
- Intersections Projects – SCDOT Traffic Division (Safety & Operational), MPO/COG, CTC's Counties
- Grant Applications – SCDOT, MPO/COG, CTC's Counties
- Match Programs – SCDOT is assessing the interest in this

Mr. Brockington was asked by SCDOT to remind everyone they can access the project viewer from SCDOT website scdot.org and selecting Public Involvement Portal which is located in the Programs & Projects tab on the website. He advised you can view all projects within the GPATS area and get information such as who to contact at SCDOT regarding the project.

Mr. Brockington made himself available for any questions.

NEW BUSINESS

Mr. Brockington addressed Committee members stating he and Chairman Kirven met with a small delegation of planners from MetroPlan MPO located north of Little Rock, Arkansas. He advised they are planning another trip to Greenville to determine where they want to go as an MPO. Every two years, along with their committee; they travel around the country to other MPOs that are the size they are vastly approaching. He stated they are approximately the size of Spartanburg MPO and are foreseeing issues like what GPATS is currently experiencing and also want to experience the triumphs which GPATS has put in place to capitalize on. He stated they will visit October 2nd and 3rd and he is currently aware they want to spend a day with the City of Greenville, tour BMW, Swamp Rabbit Trail, and visit Travelers Rest. He advised they are still finalizing their itinerary and he will share with the Committee as their plans come available.

Mr. Brockington made himself available for any questions.

Mayor Knox advised Committee members the Woodruff Rd By-pass will be opened after Labor Day.

Chairman Kirven asked Mayor Cook if he was able to provide any updates from the Pickens area.

Mayor Cook advised how he wanted to thank the Highway Department for their work on resurfacing Hwy-123 at night. He stated he received a lot of positive comments from citizens. He stated Hwy-123 between Liberty and Clemson is currently being repaved

and there is still a lot of congestion. He hopes they will be finished a week from Thursday night.

Chairman Kirven asked if the area is completed under the railroad trestle.

Mayor Cook stated it was completed. He stated he believes the Amtrak station is getting ready to open or has reopened.

ADJOURNMENT

MOTION:

By Councilor Norris to adjourn, without objection Chairman Kirven adjourned the meeting at 11:16 a.m.



Submitted by Recording Secretary