

MINUTES
GPATS STUDY TEAM COMMITTEE
April 25, 2022
Suite 400 – County Square
Remote participation by members
10:00 a.m.

MEMBERS PRESENT: Keith Brockington, Tee Coker, Lance Estep, Mike Forman, Heshia Gamble, Erica Hailey, Mary Douglas Hirsch, Asangwua Ikein, Ashley Kaade, Jason Knudsen, Diane Lackey, Christina Lewis, Skip Limbaker, Heather Lollis, Casey Lucas, Liston Mehserle, Renee Miller-Cotton, Machael Peterson, Mark Pleasant, Dyke Spencer, Todd Steadman, Anna Stewart, and Kayleigh Sullivan

OTHERS PRESENT: Senator R. Rice, D. Beaty, C. Beverly, L. Bollinger, P. Butler, B. Calister, S. Dahl, N. DePalma, E. Dillon, B. Groel, F. Mansbach, D. Montgomery, J. Philips, K. Scott, H. Youmans, and IS Staff

CALL TO ORDER/WELCOME

Keith Brockington called the meeting to order at 10:04 a.m.

Keith Brockington welcomed all in attendance and asked each to introduce themselves.

SCDOT GPATS PROJECT STATUS UPDATE

Casey Lucas, Program Manager with the SCDOT, addressed members with a brief status update on projects within the GPATS area.

- Projects in construction were as follows:
 - S-164 Batesville Road Widening final surface from the bridge to Roper Mtn is down and has begun the last milling phase from Batesville/Pelham/SC-14 intersection. Completion is expected at the end of May 2022.
 - SC-146 Woodruff Road Widening the sideline drainage with curb and gutter work continues.
 - Roper Mtn Road/Roper Mtn Road Extension
 - ◆ Utility relocation continues
 - ◆ Drainage pipe installation continues on Roper Mtn Road Extension
 - ◆ Roughly 50% of the storm drain pipe is installed, and approximately 70% of the box culvert extension is completed
 - Woodruff Road Congestion Relief Project SCDOT held a public meeting on April 5, 2022. All comments can be seen on FixWoodruffRoad.com. The comment period is ongoing through April 28, 2022.
 - Garlington Road is a new project with the feasibility process and began in March 2022.

- SC-85 and SC-290 interchange was let in March 2022 and awarded to Palmetto Corporation of Conway. Construction is set to begin with an estimated completion date of June 2024.
- Bridge projects were as follows:
 - S-75 Cherokee Road over US-29 storm drainage installation continues with clearing, and grubbing is almost complete. A small water company in contract relocation is progressing. Preparation for the Mechanically Stabilized Earth (MSE) wall has started.
 - S-154 over Huff Creek is in the right-of-way acquisition phase.
 - S-140 over Shoal Creek bridge was closed on April 6, 2022, and demolition is underway.
 - S-250 over Doddies Creek's utility relocations are in progress, with the bridge closure scheduled for April 18, 2022.
 - US-29 Church St SCDOT has secured a consultant to assist with developing plans for the bridge rehabilitation. A limited notice to proceed was issued on March 29, 2022. SCDOT continues to coordinate with the City of Greenville to help move the project along.
 - S-384 over Brushy Creek preliminary plans are being developed and reviewed.
- TA Program were as follows:
 - Woodside Park Connector has a funding shortage for this project. SCDOT has been coordinating with the City of Fountain Inn. The expected let date is in September 2022.
 - Riverside Middle School Sidewalk let date has been changed to September 2022 due to a funding shortage.
 - Town of Central Connector is still in Planning. The SCDOT Preconstruction has not received this project. The Financial Participation Agreement (FPA) needs to be executed before work can begin.
 - West Georgia Road Improvements are in right-of-way plans, and the acquisitions are scheduled for May 2022.

Ms. Lucas made herself available for any questions.

Keith Brockington stated he is aware Betsy McCall will be working her way out and inquired if there is a new contact person for feasibility reports. He also wanted to know if the time frame for these reports will need to shift.

Machael Peterson, SCDOT Statewide Planning Chief, replied they expect a slight delay. The process may take longer to finalize the scope of all projects with pending feasibility reviews and to get them assigned.

TRANSIT FY2022 APPORTIONMENTS

Asangwua Ikein addressed the members on the fiscal year 2022 apportionments. He advised the Greenlink Transit Authority (GTA) and Clemson Area Transit (CAT) funding formula have been updated to account for population changes with the recent 2020 decennial census. GTA to receive 65.32 percent, and CAT will receive 34.68 percent of the Federal Transit Administration (FTA) and State funding.

Mr. Ikein made himself available for any questions.

Keith Brockington explained these amounts are placed in the Transportation Improvement Program (TIP).

GPATS FY2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Keith Brockington addressed members on the bi-annual draft Transportation Improvement Program (TIP) Fiscal Years 2023 through 2028 document and financial statement. He explained changes are represented by highlights in the financial statement and advised on the following:

- Combining FY 2020 and 2021 into the previous obligations column
- The addition of FY 2027 and 2028 to the back end of the TIP
 - Funding Allocation increased from an estimate of \$18 million to \$20.644 million beginning in FY2022
- After coordination with SCDOT, funding allocation for projects, balancing the Guideshare spending, and clearing completed or canceled projects. New Projects were added per the GPATS LRTP and SC Act 114.
- GTA/CAT Funding Allocation for FY2022
- Non-Guideshare project additions and removals as requested by SCDOT

Mr. Brockington reviewed changes made to the TIP financial statement were highlighted in blue and completed projects in red.

Mr. Brockington asked Denise Montgomery to explain to the members the red highlighted areas of the Transit section in the TIP.

Ms. Montgomery explained the apportion breakdown had not yet been received from GTA for the \$2,921 million to place in this adoption of the TIP. She stated the amounts for GTA and CAT had been allocated for fiscal years 2023 through 2028 as a placeholder for these years.

Mr. Brockington advised funds are still available in prior years showing in the TIP. An additional column labeled FY2022 Summary was created for the TIP to comply with the STIP. These available funds are combined from prior fiscal years 2018 through 2022. He advised this was done previously for years in 2017.

Mr. Brockington reviewed the four items removed from the Transportation Alternatives (TA) Program. Approximately \$1.3 million in TA funding has been allocated to GPATS for FY2022. This amount is double what the GPATS TA Program normally receives, and thanked Bipartisan Infrastructure Legislation (BIL) and SCDOT for this allocation.

Mr. Brockington made himself available for any questions

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Transportation Improvement Program recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

UNIFIED PLANNING WORK PROGRAM FY2023 AFFIRMATION AMENDMENT

Keith Brockington reviewed with members the Affirmation Amendment to the Unified Planning Work Program (UPWP) FY2023. As part of the biennial UPWP, GPATS projected expected costs and carryovers from FY2022 and is affirming the financials with minor modifications to the FY2023 UPWP financials. He announced the amounts as follows:

- PL/FTA Allocation \$831,282.00
- FY2022 Carryover \$288,242.00

Mr. Brockington reviewed the Element 403 Special Studies active projects still ongoing. He advised the City of Clemson submitted an application for consideration. This project was ranked and scored 28 out of 40 possible points. The total request for funds is \$215,000.00, with the City of Clemson matching 20 percent of local funds.

Mr. Brockington made himself available for any questions

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the City of Clemson application into the Unified Planning Work Program FY2023 summary recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Unified Planning Work Program FY2023 Affirmation Amendment recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

TITLE VI PLAN UPDATES

Asangwua Ikein addressed the members from the GPATS 2021 Certification results requiring an update to the Title VI documents to comply with FTA standards. These updates were as follows:

- GPATS Title VI Plan 2022
 - Updating Demographics Data with the latest US Census data
- Public Participation Plan (PPP) 2022
 - Updating GPATS Organization, History, and Committees section
 - Addition of virtual participation in public meetings
- Limited English Proficiency (LEP) Plan 2022,
 - Updating Demographics Data with the latest US Census data.

Mr. Ikein made himself available for questions.

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Title VI Program documents recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

TRANSPORTATION ALTERNATIVES PROGRAM UPDATE

Keith Brockington spoke on the GPATS Transportation Alternative (TA) Program. He referred to the previous SCDOT update Ms. Lucas provided showed the City of Fountain Inn and Central have pending funding issues. GPATS had delayed a Call for Projects for two years due to financial issues with the program.

Mr. Brockington advised GPATS is to receive approximately \$1.3 million this year. GPATS would be working to refine the TA Program Guide due to the volatile nature of the recent issues. He explained some changes would include larger and fewer projects and more financial participation support from local jurisdictions. He discussed reforming the Bicycle and Pedestrian Coordinating Committee (BPCC) as the first step to developing a new program guide with SCDOT and expects to issue a Call for Projects in July 2022.

Mr. Brockington announced anyone from the Study Team wanting to be part of the BPCC to contact Anna Stewart.

Mr. Brockington made himself available for questions.

SCDOT REGIONAL MOBILITY PROGRAM PRESENTATION

Keith Brockington explained to the members at the last Policy Committee meeting a request was made to send a letter to SCDOT for their efforts on bicycle and pedestrian safety. A copy of this letter was included in each agenda packet.

Mr. Brockington introduced Machael Peterson, SCDOT Statewide Planning Chief, who presented the SCDOT Regional Mobility Program (RMP) presentation. The RMP, formerly known as the Guideshare program, is linked to the advisement of new funding to MPOs/COGs to drive SCDOT in selecting projects based on data and able to look at mobility as a whole. She stated in December 2021, SCDOT had kick-off meetings with all

MPOs/COGs to develop and implement the program. GIS mapping products have been developed for SCDOT and will soon be able to share with MPOs/COGs. SCDOT is to hire a Regional Program Manager and is in the process of procuring a Consultant on-call to assist in the implementation of the program. The Consultant on-call will be made available to MPOs/COGs to be used as an extension of staff or any projects needing consultant services.

Ms. Peterson explained the needs of the Regional Mobility Program would not only be for vehicles would also include bikes, pedestrians, and transit. She reviewed the six essential policy elements and their Performance Measures to evaluate mobility for each region's transportation system. These were as follows:

- Access
- Time Efficiency
- Reliability
- Safety
- Travel Options
- Land Use Planning & Transportation Linkage

Ms. Peterson advised data collected from the RMP will be shared with MPOs/COGs. The main goal of the RMP is to strategically assign funding investments with a focus on congestion and safety. The following tasks are used:

- System Analysis and Determination
- Evaluate and Prioritize
- Identify and Assess RMP Strategies
- Program Identification for Program Areas
- LRTP Development
- Project & Problem Prioritization
- Project Implementation
- System Monitoring and Performance Tracking.

Ms. Peterson advised the process from development to implementation could take two to three years. The LRTP will need to be updated based on programs and projects identified through this process. The goal of the RMP is to make smart investments of the funds received to bring the transportation system back to a level of functionality or close to it.

Ms. Peterson made herself available for questions.

A question was asked about how this program would assist the White Horse Road area to reduce pedestrian deaths.

Ms. Peterson replied with assistance from the mapping application, which has layers showing bicycle collisions and fatalities and pedestrian collisions and fatalities. When a

corridor develops multiple fatalities or collisions regarding bikes or pedestrians, this raises awareness of the corridor to determine if facilities are available along the corridor. She advised Alternative Mobility Program funding may need to be applied to improve the usage along congested corridors.

Mr. Brockington wanted to confirm if the Guideshare funds are being subdivided into percentages for transit, bike and ped, and signal timing. He also asked if the RMP is paving the way to begin doing something similar within this new SCDOT structure.

Ms. Peterson replied this was correct.

Mr. Brockington stated GPATS is doing an update to the LRTP this year, and the RMP is far enough along to implement it with this update. Due to the lateness of the census, this will affect the requirements of the next 10-year update for adoption in 2026. He asked if the LRTP 2026 be the first of the RMP or would an amendment need to be issued prior to 2026 to incorporate the RMP.

Ms. Peterson advised the SCDOT is looking at the schedules to determine when the range of LRTPs would be updated. The program will be implemented prior to 2026, and the possible solution would be an amendment.

OLD BUSINESS

Keith Brockington mentioned the Woodruff Road Congestion Relief (WRCR) Project the County of Greenville, City of Greenville, and City of Mauldin is moving forward with a Woodruff Parallel Area Plan. A draft Memorandum of Understanding (MOU) was put to the County Council and City Councils. The Councils for the County of Greenville and the City of Greenville will have the MOU to approve in the next few months. The City of Mauldin has a few concerns being addressed.

Lisa Bollinger announced SPATS is continuing to move forward with the Greenville Road Corridor Feasibility Study. Timeframe for this study is yet unknown due to SCDOT turnovers.

NEW BUSINESS

Keith Brockington advised the Horizon2045 LRTP kick-off to begin at the May Policy Committee meeting. The tentative schedule is as follows:

- May, June, & July – planning process with seven rounds of public input in July
- July draft LRTP update to Study Team
- August draft LRTP update to Policy Committee
- September final LRTP update to Study Team
- October final LRTP update to Policy Committee

Mr. Brockington stated the LRTP update needs to be accomplished by November 2022. Should the Policy Committee not approve the LRTP update in October, there would still be time for a special meeting in November.

Keith Brockington wanted members aware of an email sent by Mark Pleasant, with the Federal Highway Administration (FHWA), regarding the information for a major grant being released by the Federal Government called Safe Streets for All. Webinars will be held as follows:

- May 1st is not relevant for our area.
- May 2nd for cities, counties, public transit, and any eligible recipient which is not an MPO or a COG.
- May 3rd for the MPOs/COGs.

Keith Brockington placed a question to all members on whether to continue the hybrid format for meetings. He advised the livestream will always be done for informational attendees. He stated a poll might be done in July.

Mark Pleasant shared thoughts on those who travel to different parts of the states to other MPOs would like the virtual option to continue. The virtual option allows them to attend multiple MPOs having meetings on the same date.

Todd Steadman stated he would like the virtual option to continue. He misses attending in person and interacting with everyone and advised the two-hour drive time back and forth has saved in time and funds.

ADJOURNMENT

Without objection, Mr. Brockington adjourned the meeting at 11:20 a.m.


Submitted by Recording Secretary