

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**February 27, 2023**  
**Suite 400 – County Square**  
**10:00 a.m.**  
**Remote participation by Committee members**

**MEMBERS PRESENT:** Chairman Senator Rice, Vice-Chairman Senator Turner, Senator Cash, Representative Collins, Representative Morgan, Representative Vaughan, Councilor Davis, Councilor Fant, Councilor Kirven, Councilor Linvill, Councilor Seman, Councilor Tripp, Commissioner Christopher, Commissioner Metcalf, Mayor McLeer, Mayor Merritt, Mayor Perry, Mayor Shewmaker, Mayor Womack, GTA Chair Smith, and Keith Brockington.

**OTHERS PRESENT:** A. Bodner, J. Chandler, T. Coker, E. Dillon, M. DiPietro, H. Gamble, B. Groel, C. Hill, S. Jackson-Amell, D. Lackey, C. Lucas, L. Mehserle, J. Mustar, A. Sherlock, and A. Stewart

**CALL TO ORDER/WELCOME**

Chairman Senator Rice called the meeting to order at 10:01 a.m. and welcomed everyone in attendance.

Senator Rice introduced the newest members to the Policy Committee and thanked them for serving.

- Councilman Joey Russo (replacing Xanthene Norris)
- Councilwoman Claiborne Linvill (replacing Alex Saitta)
- Representative David Vaughan (replacing Garry Smith)
- Representative Alan Morgan (replacing Mike Burns)
- Representative Jason Elliott (replacing Dwight Loftis)

Senator Rice welcomed back Councilman Butch Kirven who is very familiar with GPATS and was previously a member of the Policy Committee. He stated there will be an educational/training session for all the newcomers and the long-standing members are welcome too.

**APPROVAL OF THE OCTOBER 17, 2022 AND NOVEMBER 14, 2022 POLICY COMMITTEE MEETING MINUTES**

**MOTION:** By Councilor Tripp, seconded by Senator Turner to approve October 17, and November 14, 2022 minutes. The motion carried unanimously by voice vote. There were no objections.

**PUBLIC COMMENT**

There were no individuals signed up for public comment.

## **SCDOT PROJECT STATUS UPDATE**

Casey Lucas, Program Manager with the SCDOT, addressed the Committee members with a project update presentation included in the agenda packets:

- Upcoming Projects:
  - Garlington Road Corridor Study – Feasibility study in progress. SCDOT Planning Office and consultant are working to get Feasibility Study completed and once that is finished SCDOT will forward the findings to GPATS for a determination on how to proceed.
  
- Projects in Design:
  - Woodruff Road Congestion Relief (WRCR) – Project right of way plans have been completed. Official Right of Way (ROW) estimate was \$43.2M and \$37.5M was programmed in leaving an additional \$5.7M needed. Should the funding be increased, ROW and purchase acquisition is anticipated to begin in May of this year.
  - S-107 Butler Road – Right of way plans completed and ROW costs and construction costs are both higher than what GPATS has programmed. Currently GPATS has programmed in their TIP \$1M for ROW and \$14.5M for Construction. Programmed ROW and Construction estimates were planning level estimates from 2016. Additional funds needed \$9.4M for ROW and \$11M for construction. Ms. Lucas explained the total estimated increase is \$20.4M and the construction cost is in 2025 dollars with current let date of December 2024. Actual ROW cost depend on negotiations with individual property owners and actual Construction cost is dependent on final construction plans and bids received by contractors.
  
- TAP Projects in Construction:
  - Fountain Inn Woodside Streetscape – Plans are completed. Let in May 2022. Bids were rejected due to coming in too costly. Fountain Inn is revising plans to re-let.
  - Fountain Inn Woodside Connector - Project plans are completed. Was awarded additional funds by GPATS policy committee in October 2022. Supplemental FPAs in progress.
  - Riverside Middle School Sidewalk – Project plans are completed. Was awarded additional TAP funds October 2022. Supplemental FPAs being drafted.
  - Town of Central Connector – New project with \$643K GPATS TAP Funding. Project was scoped with the Town of Central and surveys have been ordered.
  
- Guideshare Projects in Construction:
  - Roper Mountain Road/Roper Mountain Road Ext. – Both are GPATS Guideshare projects. Storm drainage, curb, and sidewalk construction continuing on both. Roper Mountain Road Ext. bridge replacement construction has begun. All known utility conflicts have been resolved.

- Bridge Projects:
  - S-75 Cherokee Road over US 29 – New roundabout open for traffic at the beginning of February. Earthwork for the new beams is beginning and earthwork and pipe installation is ongoing.
  - S-140 and S-250 – Both are non-guideshare bridge replacements in Pickens. Barrier wall has been poured and fine grading of the roadway continues on S-140. Girders were placed in January on S-250.
  
- Projects Completed:
  - S-164 Batesville Road Widening
  - SC-146 Woodruff Road Widening

Chairman Rice asked if anyone had questions.

Councilman Kirven asked for clarification on the extra amounts needed for two projects.

Ms. Lucas explained the Butler Road Project right of way needs additional \$9.4M and construction needs additional \$11M which totals \$20.4 total increase needed.

Councilman Kirven asked with both projects combined, Woodruff Road and Butler Road, the total increase would be almost \$26M?

Ms. Lucas replied yes.

Councilman Kirven stated the increase is concerning and he is aware these projects have been ongoing for quite some time. He asked is there a way to get more answers on exactly why the amount is so high.

Chairman Rice stated that he also had concerns and all members of the committee are probably equally concerned. He asked Mr. Brockington the amount GPATS receives per year.

Mr. Brockington replied GPATS currently receives \$23.061M per year. Mr. Brockington explained this is after two years of Guideshare increases. Two years ago the figure was 18.066M. Projections for additional funds may be in the \$2.6M range but the precise numbers have not been relayed to GPATS just yet.

Chairman Rice asked what percentage is federal and state.

Mr. Brockington said it is 80% federal and 20% state.

Chairman Rice stated his understanding is that is one year of funding needed.

The question was asked how much the Grant with State Infrastructure Bank (SIB) is.

Mr. Brockington answered it is \$49M of State Infrastructure Bank money which also includes \$30.3M Greenville County.

Chairman Rice asked how much will the SIB pick up on the additional funds needed.

Mr. Brockington clarified these increases are to be Guideshare funds and the application to SIB was for \$49M.

Chairman Rice asked Ms. Lucas was the public comment time period during the time of Covid?

Ms. Lucas stated, for the Woodruff Road project, SCDOT had a public hearing in July and August of 2020 and have since done additional in-person public involvement meetings in the Spring of last year. SCDOT has also kept website updated and spoken with property owners almost weekly.

After much discussion among the committee members, and to avoid further delays in the projects, Chairman Rice requested a special project review ad-hoc Sub-Committee be established. The first meeting is to be held on Monday, March 6 at 10:00 a.m. with all interested parties via Zoom. The meeting will be to review and discuss the recent cost increases and project scopes of the Woodruff Road Congestion Relief Project and the Butler Road widening project.

Chairman Rice requested the following Policy Committee Members be appointed to the Sub-Committee:

- Senator Rex Rice
- Senator Ross Turner
- Representative David Vaughan
- Greenville County Councilor Dan Tripp
- Greenville County Councilor Butch Kirven
- City of Greenville Mayor Knox White
- City of Mauldin Mayor Terry Merritt

Chairman Rice explained he expects to have three or four meetings and possibly one on-site meeting to each project location in order to better understand how to move forward. He invited all who are interested to also be a part of the meetings. Chairman Rice stated it would be helpful to hear from SCDOT design teams, right of way teams, and property owners to ensure the best plan is used moving forward.

Mayor Merritt suggested the committee approve the additional funds to avoid any costlier delays and agreed to be a part of the Sub-committee.

Councilor Kirven asked is there a way to look at the additional costs to see if they could be reduced. He also stated that the projects have a huge economic impact of potential for the whole area to bring in more revenue.

Mayor McLeer stressed the importance of clear checks and balances and also his belief that these projects are vitally important to the communities they serve.

Mayor Merritt stated construction costs are not going to go down and he prefers to see these projects get done.

Commissioner Metcalf said more delays will mean more costs. The areas of these two projects have a great deal of development already going on and inflationary impacts are going to happen. He stressed any delays could cause more issues going forward.

Councilor Fant stated the problems with Woodruff Road and Butler Road are well known and are not getting any better. With current projections of population growth, anything expediting projects rather than delaying them would serve everyone's best interest.

Chairman Rice stated the importance of ensuring those who work for the state and the taxpayers are spending money wisely.

Mayor Shewmaker agreed the sub-committee would be a good idea and it would be nice to see why we are so far off with the figures.

Chairman Rice re-iterated a special project review ad-hoc Sub-Committee will be established expeditiously.

### **GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028 AC#3**

Keith Brockington addressed members on the proposed Transportation Improvement Program (TIP) Amendment AC#3 and advised the following changes:

At the Request of SCDOT, the following changes are being made to the TIP:

- Woodruff Road Congestion Relief Project
  - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/AC from \$28,250,000 to \$34,460,600 in FY 2023.
  - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,867 in FY 2024
  - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,867 in FY 2025
  - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,866 in FY 2026
- Butler Road Widening Project
  - Increase Right of Way/System Upgrade - Urban/GPATS/STBG from \$1 million to \$10,400,000 million in FY 2023
  - Add Construction//System Upgrade - Urban/GPATS/STBG/ACC of \$11 million in FY 2027, increasing the FY2025 AC to \$21 million

Mr. Brockington stated the TIP was advertised from February 6<sup>th</sup> through February 27<sup>th</sup>, 2023. The Study Team has reviewed this item and recommends Approval by Consensus without objection.

Chairman Rice asked if there were any questions.

**MOTION:** By Councilor Kirven, seconded by Mayor Shewmaker, to approve the Transportation Improvement Program Amendment FY2023-2028 AC #3 as presented. The motion carried unanimously by voice vote. There were no objections.

### **SENIOR SOLUTIONS SECTION 5310 APPLICATION**

Keith Brockington addressed members on 5310 Application received from Senior Solutions. The GPATS Transit Coordinating Committee evaluated the application.

- 1) Senior Solutions scored an average score of 51.8/100 in their TCC evaluation.
  - a. Local Match: \$154,940
  - b. Federal Match: \$312,260
  - c. Total Application: 467,200.

Currently there's \$546,548 available for federal match.

If a score of 70/100 is not obtained, application will be recommended to be rejected. The applicant can reapply. The TCC will be working with the applicant to strengthen the application, if rejected.

The Transit Coordinating Committee and Study Team have recommended not to approve, by Consensus without Objection. The Policy Committee will be asked to not approve the application for Senior Solutions 5310 Application.

**MOTION:** By GTA Chair Smith, seconded by Mayor Merritt, to not approve/deny the 5310 Application for Senior Solutions. The motion carried unanimously by voice vote. There were no objections.

### **GPATS 2023 CALLS FOR PROJECTS**

Keith Brockington addressed members on three 2023 Calls for Projects. Applications and information may be found on the GPATS homepage. All applications will be due on March 17, 2023 for Staff review ahead of the April Study Team and May Policy Committee Meetings.

- Transportation Alternatives Program – In coordination with SCDOT, GPATS has updated its TAP guidance document. This document can be found on the GPATS homepage. The TA Program is designed to help jurisdictions fund bicycle and infrastructure projects, with those jurisdictions providing a minimum 20% local match. GPATS assists with the application process and coordination between the applying jurisdiction and SCDOT.
  - Amount available: \$2,230,145 (\$404,964 at risk for lapse)

- Transit Section 5310 Program – Elderly and Disabled Transit Services. GPATS is the Designated and Direct Recipient of Federal Transit Administration Section 5310 Grant funding. The program requires a 20% local match for capital projects, and a 50% local match for operating projects. To avoid issues with lapsing funds, GPATS will be allocating a portion of 5310 funds aside for Greenlink and CAT bus transit systems.
  - Amount available: \$1,307,728 (\$407,558 at risk for lapse)
  - Set-aside Allocation to Transit Agencies: \$788,680 (eliminates lapse)
  - Amount available for application: \$519,048
  - Supplemental funding available: \$139,579 (CRRSAA)
  
- GPATS Unified Planning Work Program, Element 403 – Special Studies – Each year as GPATS updates its UPWP, we provide our PL Fund carryover balance for transportation studies to be done around the region. This amount is not yet known, but we will be accepting the applications ahead of the amount available and coordinate with applicants. SCDOT typically provides our annual PL allocations and carryover balance in March.

### **GPATS PERFORMANCE MEASURES PRESENTATION**

Anna Stewart addressed committee members with a presentation on Performance Measures.

Ms. Stewart stated the importance of the Performance Measures for GPATS, explained performance measures are mandated by FHWA and Congress by the F.A.S.T. (Fixing America’s Surface Transportation) Act. The national goal areas are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

There are different national goal areas that GPATS monitors and reports on which include safety, transit asset management, infrastructure condition, and system & freight reliability. SCDOT has one year to set a target after the final rule is published for a goal. MPOs and COGs have 180 days after that to adopt the state target or create their own.

State safety targets are updated annually and in October 2022, the Policy Committee adopted the state safety targets. These include traffic fatalities, fatality rate, severe injuries, severe injury rate and non-motorized injuries and fatalities. The measure shows baseline data from 2017-2021 and is based off a rolling average. Each time there is a new year, one year rolls off the back end. Ms. Stewart explained the GPATS baseline data is important to measure and compare that to the state’s baseline data.

The transit safety targets are provided by CAT bus and Greenlink. There is no set timeline and data is updated when transit services provide the information. This measures fatalities, fatality rates, injuries, and safety events that the two transit organizations report on.

The transit asset management targets are also provided by CAT bus and Greenlink. These targets are broken down by asset categories: rolling stock, equipment, and facilities and

broken down even more by type of bus or vehicle. The measure shows percentage met or exceeded the Useful Life Benchmark (ULB).

The infrastructure condition is updated either by two or four year intervals. This measures the percentage of infrastructure that is in good or poor condition. Measures are shown by interstate, non-interstate roads and bridges.

The last target is system & freight reliability and shows two and four year targets with baseline data, as well. This measures how reliable each category is in getting from point A to point B at any time during the day. This also measures TTTR or Truck Travel Time Reliability.

GPATS is required to monitor and report performance measures in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). SCDOT also comes out with performance reports every two years and it can be found on the GPATS website. The report shows what the targets are and if they were met or not.

SCDOT online performance dashboard shows traffic fatalities broken down by district and counties. The FHWA online performance dashboard shows different performance measures statewide.

Performance measures justify our funding strategy in the Long Range Transportation Plan (LRTP). Performance measures also justify why one project may be ranked higher than another. It also allows us to track a strategy and see if it is working and change targets when it is not.

Ms. Stewart made herself available for any questions.

Mayor Shewmaker commented in regards to safety, he would recommend those who are in legislature to start looking at distracted driving, stronger enforcement on drunk driving, and increasing enforcement on highways. He concluded the safest roads in the world will not discourage that behavior.

## **NEW BUSINESS**

### **Congestion Management Process**

Mr. Brockington addressed the committee explaining GPATS congestion management process (CMP) as an element of the Long Range Transportation Plan (LRTP). Currently GPATS and CHATS (Charleston Area Transportation Study) are partnering together and Kimley-Horn was selected to handle the CMP which has just started. When completed, the CMP will be an update to the LRTP.

Mr. Brockington explained Kimley-Horn is looking for stakeholders. He asked members to email him directly if interested in being a stakeholder regarding the CMP. Updates will be given to the committee as they become available.



### 2020 Census Changes to GPATS

Mr. Brockington explained the Census 2020 Urbanized Areas have been released. A map was provided in the Agenda Packet. No changes have been made at this time to the GPATS MPO boundary, and discussions with SCDOT, FHWA, and FTA are only just beginning, and will require extensive coordination with all jurisdictions, including ACOG, SPATS, and ANATS, before any decisions are made. Mr. Brockington stated the Governor has final authority on what the boundaries will be. In the meantime, GPATS staff will keep the Study Team and Policy Committee involved and up-to-date as events warrant.

Mayor McLeer asked what the impact may be on new boundary lines for GPATS.

Mr. Brockington answered that in 2026 the Long Range Transportation Plan (LRTP) will have to account for the possible new boundaries. No changes will be immediate. He expects about this time next year, there will be changes with the Federal Transit Administration (FTA) allocations based upon the Urbanized Areas.

### GPATS 101 Training Session

Mr. Brockington stated the GPATS 101 training session is primarily for new members but also good for those who may need a refresher. GPATS hopes to schedule the session for some time in March.

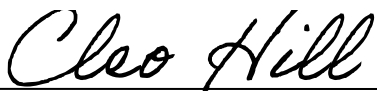
### County Square Meeting Location Change

Mr. Brockington explained the new county building is almost ready and employees expect to be moving into the new offices next month. He assured members as soon as the location for the next meeting is known all members will be updated.

## **ADJOURNMENT**

### **MOTION:**

Without objection Chairman Senator Rice adjourned the meeting at 11:18 a.m.



Submitted by Recording Secretary