

MINUTES
GPATS STUDY TEAM COMMITTEE
September 16, 2024
County Square – Council Chambers
10:00 a.m.

In-person and remote participation by Study Team members

MEMBERS PRESENT: Keith Brockington, Trey Brown, Tee Coker, Heshia Gamble, Matt Hogan, Valerie Holmes, Ty Houck, Heather Lollis, Skip Limbaker, Ben Olson, Anna Stewart, and Brandon Wilson.

OTHERS PRESENT: P. Butler, B. Groel, C. Hill, S. Davis, C. Owens, L. Prunkl, and K. Whitfield.

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Keith Brockington welcomed everyone and called the meeting to order at 10:02 a.m.

GPATS PRODUCT STATUS UPDATE

Trey Brown, Assistant Program Manager with SCDOT, addressed members with a status update on projects within the GPATS area.

- Projects in construction were as follows:
 - Roper Mountain Road and Roper Mountain Road Extension (RMRE)—Both projects are complete except for painting intersections. There has been some delay due to utility impacts. The completion date depends on utility delays.
 - Woodruff Road Congestion Relief – Right of Way acquisition is underway.
 - S-107 Butler Road – Right of Way acquisition is also underway.
 - Garlington Road—The Feasibility Study has been completed. Mead & Hunt presented its findings in August at the GPATS Policy Committee meeting.
 - SC-183 & Jameson Road intersection – Small purchase contract delivered the Final Report. It is recommended to move forward with a signalized intersection. Project will continue to be developed in-house to construction. Re-evaluating recommended option for Old Dacusville Road.
 - Pelham Road & Haywood Road Intersection improvements – Small purchase contract delivered the Final Report. It is recommended to move forward with a Continuous Flow intersection with a total estimated cost of \$9 million.
 - Pleasantburg Drive & Rutherford Road Intersection improvements – Small purchase contract delivered the Final Report. Neel-Scheffer analyzed intersection and recommended partial median U-turn intersection with estimated total cost of \$5 million.
 - SC 183 Corridor Improvement – The Greenville County portion of the corridor includes widening from White Horse Road to Alex Drive/Saluda View Drive. Currently negotiating contract.

- TA Programs were as follows:
 - Woodside Streetscape – Mostly complete. Contractor is working on street lighting this month and landscaping installation to follow.

- Woodside Park Connector – Bridge installation scheduled for late September. The next step will be grading and paving of the asphalt multi-use path.
- Town of Central Connector – Preliminary design is underway. Current let date is September of 2026.
- Federal Earmark project:
 - West Georgia Road – Guideshare funds added to construction phase. Waiting on utility certification. Let date is still expected to begin in December.
- Non-Guideshare project:
 - SC 183 Corridor Improvement – Pickens County portion of the corridor. Consultant selection is underway.
- SCDOT Bridges updates included:
 - S-154 over Huff Creek – In construction with an estimated completion date of December 2024.
 - US-29 Church Street – Revising plans to let project in December.
 - S-125 over Saluda River – Proposed let date moved to 2032.
 - S-384 over Brushy Creek – Let date moved to December 2032 and construction plans have been reviewed.
 - S-80 (Hudson Street) over Reedy River – Phase II of the contract is in negotiations.
 - S-250 over Machine Creek – Right of Way obligation moved to August 2024.
 - S-277 over Twelve Mile Creek – Preliminary design is underway.
 - S-149 over Brushy Creek – A public information meeting was held in July, and the project is in preliminary engineering.

Mr. Brown presented while explaining the SC-183 project is one corridor shown as two projects due to the funding. The Greenville County portion of the project is GPATS guideshare funding, while the Pickens County portion is funded by local funds and State Infrastructure Bank (SIB) funds. Mr. Brown also described a couple of alternatives for the Jameson Road and SC-183 intersection and expected costs for each.

Mr. Brown made himself available for questions.

Mr. Brockington asked about the construction date for the Woodruff Road Congestion Relief (WRCR) Project.

Mr. Brown responded that the let date is expected to be December 2026, and construction should begin in early 2027.

Transportation Performance Measures, LRTP and TIP Amendments

Anna Stewart, GPATS Transportation Planner, updated members on the annual safety targets and Transit Asset Management (TAM) targets that are being amended. The main change in annual safety targets was in the fatal and serious injuries category, which did increase. TAM targets had no significant changes. Ms. Stewart explained that an amendment to the GPATS 2025-2034 TIP Document is needed to bridge TPMs from the LRTP into project selection and implementation.

Ms. Stewart made herself available for questions.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to recommend Amendment to the GPATS Horizon 2040 Long-Range Transportation Plan (LRTP), as discussed, 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 recommend the Amendment to the GPATS 2025-2034 Transportation Improvement Program (TIP) Document, as discussed, to the Policy Committee for their approval. No verbal objections or questions by consensus.

Transportation Alternatives Document Update

Anna Stewart, GPATS Transportation Planner, described the changes to the Transportation Alternatives Program (TAP) Document, which includes scoring several questions on a weighted scale and adding criteria to see if projects have logical beginning and ending points. The TAP ranking form will now score a total of 30 possible points. Ms. Stewart reminded everyone that the TAP Document can be found on the www.gpats.org website under Programs.

Ms. Stewart asked if anyone had any questions or comments.

Mr. Brockington added that this would bring the document closer to what SCDOT wants to see, with an easier path forward when awarding funding for these projects.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to recommend the update to the Transportation Alternative Program Document, as discussed, to the Policy Committee for their approval. No verbal objections or questions by consensus.

Transportation Improvement Program (TIP) Amendment AC #3

Keith Brockington, GPATS Transportation Manager, addressed members on the TIP Amendment AC#3.

The changes to the TIP Financial Statement are:

- Award of the remaining COVID-19 funds to Greenlink
 - FY2024 - \$69,789 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds
 - FY2024 - \$69,790 American Rescue Plan Funds
- Project Name: Anderson County Pavements
 - Add \$9,042,533 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$5,566,921 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,085,103 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$768,615 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033

- Project Name: Greenville County Pavements
 - Add \$8,569,896 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$8,359,511 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,105,850 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$783,310 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Laurens County Pavements
 - Add \$6,408,670 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$3,289,948 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,182,201 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$837,393 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Pickens County Pavements
 - Add \$7,029,389 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$2,969,499 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$582,516 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$412,616 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Spartanburg County Pavements
 - Add \$12,256,627 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$5,549,616 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,161,332 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$822,610 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Garlington Road
 - Add \$2,500,000 PE to FY 2025
 - Add \$2,800,000 ROW to FY 2027
 - Add \$49,000,000 CON to FY 2029
- Project Name: Pelham @ Haywood Intersection
 - Add \$1,000,000 PE to FY 2026
 - Add \$4,000,000 ROW to FY 2028
 - Add \$4,500,000 CON to FY 2030

- Project Name: Pleasantburg @ Rutherford Intersection
 - Add \$500,000 PE to FY 2026
 - Add \$700,000 ROW to FY 2028
 - Add \$3,300,000 CON to FY 2030

Mr. Brockington made himself available for questions.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to recommend Amendment AC #3 to GPATS FY2025-2034 Transportation Improvement Program (TIP) Financial Statement, as discussed, to the Policy Committee for their approval. No verbal objections or questions by consensus.

GPATS 2025 Meeting Schedule

Mr. Brockington presented the proposed meeting schedule for GPATS for the next calendar year. He asked if anyone noticed any major conflicts with meeting times and 2025 conferences or other special dates to please let him know. The proposed meeting dates are:

Study Team	January 27, April 14, July 14, and September 22
Policy Committee	February 24, May 12, August 18 and October 20

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to recommend the GPATS CY2025 Meeting Schedule, as shown, to the Policy Committee for their approval. No verbal objections or questions by consensus.

Congestion Management Process (CMP) Adoption

Mr. Brockington announced Kimley-Horn and Associates have completed the CMP, and the final CMP document and appendices are on the home page of www.gpats.org. Mr. Brockington then introduced Ms. Kristina Whitfield, Transportation Planner with Kimley-Horn, who presented the CMP.

Ms. Whitfield began her presentation by explaining the CMP is federally required in metropolitan areas with populations over 200,000 people. She stated the CMP is a systematic, regional approach to managing congestion that provides accurate information on transportation system performance and assesses strategies for congestion. Ms. Whitfield described how the federal guidance has an eight-step model, and those components are to develop regional objectives, define regional CMP network, develop multi-modal performance measures, collect data and monitor system performance, analyze congestion problems and needs, identify and assess strategies, program implement strategies, and evaluate strategy effectiveness.

Ms. Whitfield said the South Carolina Department of Transportation (SCDOT) spearheads an objective-focused and performance-based CMP pilot effort that can serve as a model process for all state Metropolitan Planning Organizations (MPOs). GPATS is one of three pilot projects in South Carolina, and Ms. Whitfield said the one unique characteristic of this is that the GPATS process was the only one that included public phased engagement. She stressed the positive experience with public outreach, having over 930 online participants, more than 13,500 individual data points, and over 900 written comments. She said of the goals and objectives the public participants had to choose from; the top-ranked priorities were safety and security first, and second was mobility and accessibility.

Ms. Whitfield explained that recurring congestion is expected to occur at the same time every weekday due to high volumes of commuter traffic, and non-recurring congestion occurs due to unexpected or non-typical

events such as crashes, construction, weather, and special events. She said Peak Planning Time Index (PTI) helps provide a numerical value for gauging travel reliability. PTI is applied to the free flow travel time needed to ensure on-time arrival 95% of the time. She gave the example of a PTI of 2, which means travel is unreliable. A traveler going for a four-minute trip during peak periods would be assured of completing the trip in eight minutes or less, at least 95% of the time. Ms. Whitfield briefly touched on Performance Measures and how GPATS is required to review specific performance measures such as Highway Safety and Public Transit Safety. The CMP did not add any stand-alone measures that GPATS isn't required to review.

Ms. Whitfield then described congestion mitigation strategies and the fact that this was one of the components with a lot of public feedback. She said one of the goals of the CMP is to try to get ahead of immediately just adding lanes to add more capacity so the community was educated on the different strategies and then let them weigh in on what they would be most receptive to. Despite their best efforts, the public often opted for capacity expansion. The Congestion Mitigation Strategies explored and explained during community outreach were Active Transportation, Transit, Capacity Expansion, Transportation Demand Management, Freight, Land Use, Operations, and Technology. Ms. Whitfield briefly went through each of these strategies and the public's opinion on those strategies.

Ms. Whitfield highlighted Appendix B, which provides more details on each identified strategy. Each strategy includes strategy and definition, impact, relative cost, and, in some instances, a case study. She then showed an example using Transportation Demand Management. She encouraged those in attendance to look over this appendix and use it as a tool if someone asks what Safe Routes to School is or how much that would cost approximately.

Ms. Whitfield explained that the implementation component is where the CMP truly begins to tie in with the Long-Range Transportation Plan (LRTP) and that the CMP should be a tool for prioritizing projects within the LRTP. When evaluating projects within the LRTP, the CMP will add ways to look at each corridor with more knowledge and see what can be improved.

Ms. Whitfield stated a key component of the CMP is data collection and post-implementation evaluation. Since SCDOT provides similar data year after year, the data can be reviewed after a project is complete to see how the congestion has moved or improved along that corridor.

Ms. Whitfield finished her presentation by explaining the update cycle, stating that for regions in air quality attainment, such as GPATS, MPOs must update their LRTP every five years. Although there is no federally required update cycle for CMPs, linking the update cycle with the LRTP update or updating the CMP sooner than every five years can aid in streamlining the two activities.

Ms. Whitfield made herself available for questions or comments.

Mr. Brockington encouraged everyone to view the final CMP and all appendices on the home page of www.gpats.org and reach out to GPATS with any questions, stating this is a "living document" that will continually be updated. He reiterated that the priority of increasing capacity is really at the bottom of the list, which matches SCDOT's Regional Mobility Plan. In other words, the hope is to do all that can be done to alleviate congestion before adding more lanes.

Mr. Brockington specified that the LRTP project list is very lengthy and difficult to use. His plan is to completely scrap it and start over, using the CMP and the great public input as a starting point to create a brand-new list.

Lastly, Mr. Brockington agreed the public engagement from the CMP was really good and that he and Allison Fluitt, with Kimley-Horn, will be presenting this next week at the AMPO Conference in Salt Lake City, Utah. He expressed his excitement about doing the presentation with many MPOs from around the country in the audience, as this usually results in an uptick of visitors to the GPATS website and just general exposure to GPATS and the Greenville region.

Mr. Brockington explained that the CMP will be a separate document from the LRTP, and the Policy Committee will need a recommendation from the Study Team to adopt it.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to recommend adoption of the Congestion Management Process (CMP), as presented, to the Policy Committee for their approval. No verbal objections or questions by consensus.

Old Business

None

New Business

Mr. Brockington said, referencing GPATS meetings in January and February of next year, that GPATS staff hopes to start on the Horizon 2050 LRTP, which takes about a year and a half to complete, and it needs to be completed and approved by the end of 2026.

Mr. Brockington noted that there will be at least two position changes to GPATS Policy Committee Members in 2025. There will be two open seats: one in Pickens County Council and one in Greenville County Council. He asked if anyone hears of others to please let him know as soon as possible.

ADJOURN

Without objection, Mr. Brockington adjourned the meeting at 10:57 a.m.

Cleo A. Hill

Submitted by Recording Secretary
Cleo A. Hill