

MINUTES
GPATS POLICY COORDINATING COMMITTEE
October 21, 2024
County Square – Council Chambers
10:00 a.m.

In-person and remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Turner, Vice-Chairman Councilor Kirven, Senator Allen, Senator Rice, Representative Elliott, Councilor Linvill, Councilor Seman, Commissioner Christopher, Commissioner Metcalf, Mayor Danner, Mayor McLeer, Mayor Merritt, Mayor Talbert, Mayor White, GTA Chair Amanda Warren, and Keith Brockington.

OTHERS PRESENT: B. Abdo, T. Brown, J. Chandler, T. Coker, S. Davis, E. Dillon, W. Flake, H. Gamble, M. Groves, C. Hill, M. Hirsch, A. Ikein, S. Jackson-Amell, C. Link, B. Maddox, G. McMahon, B. Olson, A. Stewart, R. Tolson, J. Walden, and K. Whitfield.

CALL TO ORDER/WELCOME

Chairman Senator Turner called the meeting to order at 10:07 a.m. and thanked everyone for their attendance. Chairman Turner noted the lack of a quorum and suggested discussing the informational items while waiting for a quorum.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Trey Brown, Senior Assistant Program Manager with SCDOT, began his presentation with a staffing update and introduced Megan Groves, Program Manager. Ms. Groves will be taking Casey Lucas' previous position.

Mr. Brown then continued with a project update presentation:

- Upcoming Projects:
 - Garlington Road Corridor Study – The Feasibility Study is complete and was presented at the last GPATS Policy Committee Meeting. The project cost is estimated at \$54.3 million.
 - Pelham & Haywood Intersection – Small purchase contract delivered the Final Report. It is recommended to move forward with a Partial Continuous Flow Intersection. The project cost is estimated at \$9.5 million.
 - Pleasantburg & Rutherford Intersection – Small purchase contract delivered the Final Report. It is recommended to move forward with a Partial Median U-turn intersection. The total estimated cost is \$4.5 million.
- Projects in Design:
 - Town of Central Connector: \$643,000 GPATS TAP funding and preliminary design are underway. Construction is expected to begin in Spring 2026.
 - West Georgia Road Improvements – Utility coordination is wrapping up with a scheduled Let Date of December 2024.

- Woodruff Road Congestion Relief (WRCR): Right of Way (ROW) plans have been completed, and funds have been obligated. ROW acquisition is underway, and construction is anticipated to begin in spring 2027.
 - S-107 Butler Road – Right of way (ROW) plans completed, and ROW acquisitions are underway. The let date was moved from December 2024 to April 2025.
 - SC-183 Corridor (GPATS) – One consultant for two projects developed on independent timelines. Acquire a turnkey consultant to design with the Pickens County side of the project. Project has been advertised to consultants. Proposals were due July 18, 2024, and selection of consultants is still underway.
 - SC-183 & Jameson Road Intersection – Intersection improvement design revisited due to the widening of SC-183 Corridor. Small purchase contract with ATCS delivered the Final Report. It is recommended to move forward with a signalized intersection. The project will continue to be developed in-house to construction with current let date expected in December 2025.
- Projects in Construction:
 - Roper Mountain Road (RMR)/Roper Mountain Road Ext. (RMRE): RMR—Utility conflicts at the Roper Mountain Road and Ponders Ray intersection have pushed back the completion date, with both estimated to be completed in December 2024.
 - Fountain Inn Connector & Streetscape – GPATS TAP Project awarded to Eagle CP Builders with an estimated completion date of March 2025.
 - Woodside Streetscape – The contract is mostly complete except for landscaping.
 - Woodside Park Connector – Construction on pedestrian bridge has begun, and the walking path paving is expected to begin by the end of this month.
 - Bridge Projects:
 - S-154 over Huff Creek – Non-guideshare bridge replacement in Greenville County awarded to Dane Construction. The bridge deck is currently being constructed, and stage one of three has been completed on the deck.

Mr. Brown made himself available for questions.

PERFORMANCE MEASURES UPDATE

Anna Stewart, GPATS Transportation Planner, addressed members on the amendments to GPATS Horizon 2040 Long-Range Transportation Plan (LRTP) of GPATS Performance Measures as required by the FAST Act. Additionally, an amendment to the GPATS FY2025-2034 Transportation Improvement Program (TIP) Document to bridge TPMs from the LRTP into project selection and implementation.

The Performance Measure items being amended are:

- Safety Targets
- Greenlink Transit Asset Management (TAM) Targets

Ms. Stewart explained that GPATS will be required to incorporate these into the LRTP and TIP to stay compliant with Federal Regulations.

Ms. Stewart asked if there were any questions or comments.

GPATS TRANSPORTATION ALTERNATIVES PROGRAM (TAP) DOCUMENT CHANGES

Anna Stewart, GPATS Transportation Planner, updated members on the changes GPATS staff has made to the TAP Document Ranking Criteria. Changes include scoring several of the questions on a weighted scale and adding a criterion to ensure projects have a logical beginning and ending point. The TAP ranking form will now score out of 30 possible points. Ms. Stewart said that the TAP document can be found on the GPATS website (under Programs/TA Program), and relevant pages were extracted and included in today's agenda packet.

Ms. Stewart made herself available for questions.

Mayor Terry Merritt, City of Mauldin, spoke on behalf of Mayor G.P. McLeer, City of Fountain Inn, himself, and other Mayors along the Golden Strip area, expressing gratitude to GPATS for listening to Policy Committee Members and working to improve the TAP Document Application and ranking system.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY2025-2034 AC#3

Keith Brockington, GPATS Transportation Manager, addressed members on the proposed FY2025-2034 Transportation Improvement Program (TIP) Amendment AC#3 Financial Statement.

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 noted that the TIP was advertised from September 29 through October 21, and he made himself available for comments or questions.

GPATS CONGESTION MANAGEMENT PROCESS (CMP) ADOPTION

Ms. Kristina Whitfield, Transportation Planner with Kimley-Horn, addressed members with the final CMP presentation.

Ms. Whitfield began her presentation by explaining that the CMP is federally required in metropolitan areas with 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). SCDOT chose three MPOs for the pilot project: CHATS (Charleston), COATS (Columbia), and GPATS. Ms. Whitfield said the one unique characteristic of the GPATS process was that it 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 the 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 explained each of these strategies and the public's opinion on those strategies.

Ms. Whitfield emphasized 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 data and see what can be improved.

Ms. Whitfield stated that a key CMP component 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.

Mayor Knox White, City of Greenville, asked about media or announcements and how best to get public participation.

Ms. Whitfield replied there was no intentional media outreach at this point. However, GPATS will certainly use media outreach when the process of updating the LRTP begins.

Mayor Danner, City of Greer, asked if there was a potential to add projects to the CMP or review certain items where congestion may be an issue later.

Ms. Whitfield explained the CMP is a process, and Kimley-Horn purposely stopped shy of saying do this project from A to B; however, they have outlined in the document how the data can be used to actually develop the project in the next phase, which is the LRTP.

Chairman Senator Turner asked how many of these projects are also on the Capital Project Referendum.

Keith Brockington, GPATS Transportation Manager, replied that GPATS has actually compared the Greenville County Capital Project Sales Referendum list with the projects on the CMP. It's possible that some resurfacing projects or minor intersection improvements might help a little, but there's no project in the CMP that would be completely taken care of by a project on the referendum.

Councilor Kirven, GPATS Vice-Chairman, asked for clarification regarding the federal requirement and the population of 200,000 or more and the current GPATS population.

Mr. Brockington answered that GPATS now has a population of approximately 670,000 since the census and boundary changes. He further explained that a TMA (Transportation Management Area) is any UZA (Urbanized Area) with a population of 200,000 or more, and federal regulations mandate the development and implementation of a CMP within a TMA.

Councilor Kirven asked if GPATS was one of three chosen for the pilot program.

Mr. Brockington replied yes. The three TMAs selected for the pilot program were CHATS (Charleston), COATS (Columbia), and GPATS. He believes the SCDOT's intention is that while only the TMAs in South Carolina (Greenville, Columbia, Charleston, Myrtle Beach or Grand Strand, Rock Hill-Fort Mill, and North Augusta) are required to have CMPs, eventually all eleven MPOs in the state will have a CMP.

Ms. Whitfield added that SCDOT will provide the data used for this process to all MPOs (regardless of size), and the best practices and lessons learned document will be scalable to fit the MPO. She stated that smaller MPOs will not have the requirements that a TMA has but will still have a CMP that they can use to inform their future processes.

Chairman Turner announced a quorum had been reached and the action items could now be voted on.

He asked for a motion to approve the adoption of the Congestion Management Process.

MOTION: By Councilor Kirven, seconded by Mayor Merritt, to approve the adoption of the Congestion Management Process (CMP) as presented. The motion carried unanimously by voice vote. There were no objections.

APPROVAL OF THE AUGUST 19, 2024, POLICY COMMITTEE MEETING MINUTES

Chairman Turner asked if anyone had any amendments to the minutes.

Mayor Terry Merritt, City of Mauldin, requested a correction on page three regarding the vote on the application by the City of Greenville for the Lowndes Hill Road Sidewalk Transportation Alternative Program (TAP) Project. Mayor Merritt asked that the minutes reflect his vote against approval of the project. The minutes incorrectly stated that the vote for approval was unanimous.

MOTION: By Mayor Danner, seconded by Representative Elliott, to approve the August 19, 2024, minutes with one correction as stated. The motion carried unanimously by voice vote. There were no objections.

Chairman Turner asked Anna Stewart to remind the members of the Performance Measures Update presentation she gave earlier, as it was also an action item.

Ms. Stewart recapped the Performance Measure items being amended: the Annual Safety Targets and Greenlink Transit Asset Management Targets. She explained that GPATS will be required to incorporate these into the LRTP and TIP to stay compliant with Federal Regulations.

MOTION: By Mayor Danner, seconded by Representative Elliott, to approve the Amendment to the GPATS Horizon 2040 LRTP as presented. The motion carried unanimously by voice vote. There were no objections.

MOTION: By Senator Turner, seconded by Councilman Kirven, to approve the Amendment to the GPATS FY2025-2034 TIP Document as presented. The motion carried unanimously by voice vote. There were no objections.

Chairman Turner reminded members of Ms. Stewart's presentation on the TAP Document update and asked if there were any questions before the vote.

MOTION: By Mayor Merritt, seconded by Mayor White, to approve the TAP Document 2024 changes as presented. The motion carried unanimously by voice vote. There were no objections.

Chairman Turner asked if there was any discussion or questions before voting on the Transportation Improvement Program FY2025-2034 Amendment AC#3 that Mr. Brockington presented earlier. No questions or comments were voiced.

MOTION: By Mayor White, seconded by Councilman Kirven, to approve FY2025-2034 AC#3 Transportation Improvement Program as presented. The motion carried unanimously by voice vote. There were no objections.

NEW BUSINESS

GPATS 2025 Meeting Schedule

Mr. Brockington presented the proposed meeting schedule for GPATS for the following calendar year. 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

Mayor Merritt asked if the Policy Committee dates of August 18 and October 20 could be changed to August 25 and October 27 to avoid conflicts with Council Meetings.

Mr. Brockington stated it is better to amend the dates now than in the future, and the proposed changes would work fine.

MOTION: By Mayor Danner, seconded by Mayor Merritt, to approve GPATS 2025 Meeting Schedule with the last two dates amended as requested. The motion carried unanimously by voice vote. There were no objections.

GPATS Outgoing Policy Committee Members

Mr. Brockington said the two outgoing members will be Councilor Butch Kirven and Councilor Henry Wilson.

Chairman Turner expressed his appreciation to Councilor Kirven for his service, leadership, and dedication to both GPATS and Greenville County.

Councilor Kirven responded that his fifth and final term on Greenville County Council will expire at the end of December and reminded members he is still available until that time. He added that when he first came to serve on GPATS almost twenty years ago, he learned to listen and participate in order to gain the knowledge and ability to explain what GPATS is and how it functions. He stated it takes a little time to learn how GPATS works and feels it is a good system with many rewards. Councilor Kirven thanked GPATS Staff, Study Team and Policy Committee Members, SCDOT, and attendees for the opportunity to serve.

ADJOURNMENT:

Without objection, Chairman Senator Turner adjourned the meeting at 11:01 a.m.

Cleo A. Hill

Submitted by Recording Secretary
Cleo A. Hill