

MINUTES
GPATS POLICY COORDINATING COMMITTEE
June 3, 2019
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Butch Kirven, Vice Chairman Senator Rex Rice, Senator Turner, Senator Allen, Senator Cash, Senator Loftis, Representative Collins, Representative Smith, Councilor Norris, Councilor Davis, Commissioner Willard, Mayor Cook, Mayor Curtis, Mayor Danner, Mayor Raines, George Campbell, and Keith Brockington

OTHERS PRESENT: P. Gucker, S. Holt, B. Hansley, E. Greene, A. Ikein, D. Montgomery, H. Gamble, C. Lucas, E. Haley, R. Wyatt, J. Chasteen, M. Holden, S. Limbaker, B. Madden, D. Dyhaug, S. Amell-Jackson, D. Frate, M. Pleasant, E. Dillon, K. McCormick, R. Ward, K. Sullivan, and J. Keel

CALL TO ORDER/WELCOME

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

APPROVAL OF THE FEBRUARY 25, 2019 COMMITTEE MEETING

MOTION: By Mayor Raines, seconded by Representative Smith to approve the minutes of the February 25, 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:

- Batesville Road Project was let and awarded to Eagle Construction in March. The Pre-Con was done mid-May and the contractor should be starting work in the next couple months.
- SC-146 Woodruff Road Widening was let in April and awarded to Sloan Construction for \$9.7 million. The RCE is currently putting together the Pre-Con meeting together with the contractor to work out their schedules.
- SC-183 and Jameson Project had been on hold and is now being taken off of hold. The Right-of-Way has moved out to FY2021 and Construction to FY2022. This will allow SCDOT to receive more public involvement with this project.

- SC-272 W. Georgia Road Bridge and S-75 Bridge replacements are not Guideshare projects but will be under construction in the area. She advised the W. Georgia Road Bridge is under construction with GLF Construction and S-75 Bridge replacements are in the SCDOT July letting.
- Woodruff Road Congestion Relief a representative with ICE will give an update at the end of Ms. Lucas' presentation.
- Roper Mountain Road and Roper Mountain Road Extension Projects, SCDOT currently is adjusting these schedules due to certify utilities. These two projects have been on hold for over a year due to utilities with Duke needing to provide easements. SCDOT is now working through the paperwork that goes along with certifying the utilities. Plans and Right-of-Way are completed for both.
- SC-153 Intersection Improvement in Powdersville let date has been shifted to October. Army Corp permit is almost approved; plans are completed and Right-of-Way certified but the hold up for this project is the utility certification.
- Minor Street Sidewalk TAP Project was pulled in for July 2019 letting. The engineers estimate advised there is not enough money. The applicant is currently pursuing additional construction funding to get this project awarded.
- Fountain Inn and Pickens connectors are moving forward with procuring a consultant so the designs can begin.
- I-385 over Fairview Street Project in Fountain Inn will be in July letting. This is a rehab for this bridge and a detour will be in place for approximately one month. Website is available for these projects. She advised you can view programs and projects at Go to SCDOT.org for details and detours any of these projects. She stated this is another resource should anyone have a question or can view contact page for who is managing the project.
- W. Georgia Road Improvements are Earmarked for the City of Simpsonville which is matched by the Greenville CTC. This project will have three intersections with a little bit of widening through the corridor. SCDOT has just started the PE.
- SC-153 Extension is on schedule. Work is still continuing on all three bridges as scheduled with a lot of the critical drainage placement. Detour has been put in place for Rolling Hills which will be in for approximately 10 to 12 months and the roundabouts grading will begin soon.
- W. Georgia Road Bridge construction began in February and contractor will start driving piles next week. Slides showed the existing bridge and where the grading has begun for the off-alignment bridge.

A question was asked if the Batesville Road Project is the project which is going to include the bridge realignment at the intersection of Highway 14.

Ms. Lucas confirmed it was.

Another question was asked regarding the timeframe for the SC-183 and Jameson Road Project. It was also noted some constituents have voiced concerns over a roundabout.

Ms. Lucas advised Right-of-Way would begin FY2021 (October 2020); ICE's design up to this time has a roundabout and there was a public meeting where they received a pushback concerning the roundabout. SCDOT wants to reengage the public to see what can be done. There is a safety issue at this intersection and it does need some work. Once it is approved for PE in this TIP work can begin.

Mr. Brockington added the timeframe is now. He advised there is a year before Right-of-Way begins. He stated the same amount of Right-of-Way was needed for a roundabout as would for widening. He stated there is still more than sufficient time based on what information he is hearing from the State Infrastructure Bank for them to make a determination before this is committed to one project or another.

An additional question was asked regarding an update on the Butler Road Project for the City of Mauldin.

Ms. Lucas advised SCDOT selected a consultant and they have begun negotiations. She noted there is a difference with the numbers and they are currently working through this and she hopes to shortly move forward with the PE.

Ms. Lucas made herself available for any questions.

Mr. Kirven asked for the ICE representative to discuss the progress on the Woodruff Road Parallel.

Mr. Barrett Stone, NEPA manager for this project was filling in for Mr. Kicklighter. He addressed the Committee members stating back at the August 2018 meeting five build alternatives were presented and considered under evaluations. He stated after the meeting they further analyzed and coordinated with SCDOT and FHA which identified alternative 6D as the recommended preferred alternative to proceed with. He stated this determination was contingent upon funding as NEPA requires there be availability of funding for the preferred alternative in order to proceed. He explained alternative 6D is a new five lane parallel route to extend from Verdae Blvd to Smith Hines at Woodruff Rd, which will include a new bridge over both I-85 and I-385. He stated this would isolate improvements on Woodruff Road and side roads; mainly Woodruff Industrial and Miller Rd. He stated the biggest difference with this alternative is the reconfiguring of the existing I-85 Woodruff Rd interchange into a diversion diamond interchange. He advised ICE is assuming the existing Woodruff Rd Bridge over I-85 would accommodate this reconfiguration. He noted the new bridge was not part of this project, which helps reduce cost. He advised since identifying 6D as the preferred alternative in October they have been able to finalize the traffic study which has been coordinated and approved by SCDOT. He stated ICE has developed and finalized the alternative analysis report that will be incorporated into the Environmental Assessment which is the bases of their alternative analysis. He explained the project was on hold until available funding could be shown in order for the project to proceed. He stated back in August the TIP showed a total funding of \$41.3 million dollars for planning, right-

of-way, and construction. Mr. Stone stated a revision is proposed to show \$39.1 million dollars for PE and right-of-way with the remaining \$76 million for construction programmed for long term beyond 2026. He stated this will allow them to demonstrate to the FHA there is reasonable availability of funding for alternative 6D and they can proceed with this alternative in the Environmental Assessment (EA). Once there is availability of funding, ICE will immediately finalize and update the EA and sign by early fall 2019. He stated this will allow them to hold a public hearing by the end of this year and complete the NEPA process beginning 2020. He stated once the NEPA process is completed they will be able to begin developing final right-of-way plans and begin right-of-way acquisitions in early 2021.

Mr. Stone made himself available for any questions.

Mr. Kirven stated at this time there was an active application for this project with the State Infrastructure Bank (SIB) and he understood SIB has done their own studies, analysis, and the project is competitive with other projects around the state. He stated he was told by Keith Brockington the engineering and work which has been done to this point will count as a match for any grant which may come from SIB.

Mr. Stone confirmed this was correct.

Mr. Brockington advised the Committee if the TIP is approved later in this meeting, the TIP amount of \$39.1 million will complete the funding for PE and right-of-way acquisition. He stated based on conversations he has had with Federal partners, the NEPA document will be signed assuming GPATS can show reasonable availability of funding and making sure GPATS can fund the remaining \$76 million. He stated the \$76 million will be primarily funded from the SIB and GPATS has received positive feedback from SIB. He stated the SIB is currently accepting application revisions to existing applications and new applications through August 1st. He stated GPATS is currently working on this and the Pickens application, but for the Woodruff Rd Parallel Project originally submitted in the amount of \$72 million is now being revised for \$76 million with the \$39.1 million as the match. He stated the worst case scenario is the \$76 million part may have to come from Guidesshare if not approved by the SIB; however, GPATS can continue going back and resubmit an application each time SIB opens up to accept new applications.

WELCOME MEMBER

Mr. Kirven wanted to take a moment to introduce and welcome Council Member Jimmy Davis from Anderson County.

PERFORMANCE MEASURES UPDATE

Brennan Hansley updated the Committee members regarding an amendment to the Performance Measures of the LRTP and TIP. She advised GPATS needed to update the next set of Transit Asset Management Targets and change the format regarding how these targets are documented. She gave a slide presentation which showed CAT and

GTA's previous 2019 targets. She advised a hybrid was created to select the easiest target to obtain which would guarantee neither jurisdiction has an issue with getting their targets completed. She stated GPATS has since been advised how these targets are to be documented and was asked to adopt both sets of targets into the LRTP and TIP. She stated the new 2020 targets are broken out by category, specific item, and measure. She advised these targets are showing the percentage of the asset considered exceeded its useful life benchmark. She stated the following are the targets for CAT and Greenlink.

Clemson Area Transit Targets:

- Articulated Bus 60%, Bus 90%, Van 10%, Service / Nonrevenue Vehicles 70%, Trucks 40%, GPS Units 5%, and Administration/Building 10% either met or exceeded their Useful Life Benchmark (ULB)

Greenlink Targets:

- Bus 20%, Cutaway Bus 25%, either met or exceeded their Useful Life Benchmark (ULB)

She stated GPATS is adopting and changing both sets of targets into the LRTP and the layout inside the LRTP was provided in their digital packet. She informed the Committee the Study Team recommended approval for both targets.

Ms. Hansley made herself available for any questions.

MOTION: By GTA Chairman Campbell, seconded by Representative Smith to combine and approve LRTP Amendment and TAM Target Resolution. The motion carried unanimously by voice vote.

TRANSPORTATION ALTERNATIVES PROGRAM FY2019

Brennan Hansley addressed the Committee stating the Transportation Alternatives Program received one application which was from the Town of Central for the downtown Central to Southern Wesleyan University Connector. She stated this will be a portion of the larger Green Crescent Trail. She stated the project received a ranking of 14 out of 19 and the ranking process recently added a few more levels. She stated last year this project received a ranking of 14 out of 16. She stated the requested amount for this project is \$643,000, but GPATS has not been given the actual true allocation for this year and have been advised by the TAP office to use last year's allocation amount of \$656,199. She stated the Study Team recommended approval of the request.

Mr. Kirven asked if the TAP allocation will be similar to last year's amount.

Ms. Hansley answered it should be similar if not the exact same as last years.

Ms. Hansley made herself available for any questions.

MOTION: By Mayor Raines, seconded by Mayor Cook to approve funding in the Draft FY2020-2025 TIP to include the Town of Central project. The motion carried unanimously by voice vote.

GPATS FY 2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

Keith Brockington addressed the Committee members on the FY2020 – FY2025 TIP financial statement which was included in the committee's electronic packet with a link to access the TIP document. He stated a hardcopy of the FY2020 – FY2025 full TIP document was placed at each seat but was not sent in the packets due to the size of the document.

Mr. Brockington reviewed the major changes made to the TIP which included:

- Removal of completed projects – N. Buncombe Rd, Roper Mtn. Rd from Garlington Rd to Feaster Rd, Butler Rd from Mauldin High School to Bridges Rd, Salters Rd Phases 1 & 2, SC-101 and Fews Chapel, Locust Hill and Mnt. View, US-178 and SC-93, and Farris Bridge/Blue Flame and Jewel/Jones.
- Moving of funding years for Jameson Rd with the SC 183 Intersection Improvement to FY21 and FY22 and Butler Rd from Bridges to US-276 to FY21, FY23, and FY24
- Woodruff Road Parallel funding is in-line with what was discussed by ICE. The right-of-way acquisition has been split throughout four years but SCDOT will be obligating all of these years at once and can begin with full obligation in FY21 with remaining PE to be under contract once the FONSI is signed. He advised the \$76 million is in FY26 the remaining cost column FY26 plus until it is determined by the SIB results.
- New projects for Guideshare funding – Garlington Rd from Woodruff Rd to Roper Mtn. Rd, US-29/Mills Avenue from Augusta St to Stevens St, and Grove Rd from US-25 to W Faris Rd the scope on these projects is still to be determined. He advised these are top ranked projects as per SC Act 114 and are being brought in with slated preliminary engineering for FY22. He directed their attention to the FY24 and FY25 showing to be determined.
- New Intersection projects – Haywood Rd and Pelham Rd then Pleasantburg Dr and Rutherford Rd as top ranked have been added. Preliminary engineering will begin in FY22 with FY24 and FY25 to be determined.

Mr. Brockington advised per the Long-Range Transportation Plan 10% of the Guideshare was to be allocated toward Bike and Ped and 10% towards Transit Capital Projects. He directed their attention to the next two categories of the TIP showing Bike and Ped and Transit Capital Projects. He advised Bike and Ped Projects consists of Mauldin Golden Strip Greenway, Clemson-Central Green Crescent Connector, Augusta Street Bike Network, and City of Easley Doodle Trail Expansion; also \$900,000 per year is for each Greenlink and Clemson Area Transit for Capital purchases.

Mr. Brockington noted the sections to be determined and scheduled for PL funding amounts in FY22 were very small and were much lower than standard preliminary engineering costs due to it not being preliminary engineering, but considered a feasibility study. He stated in 2007/2008 some projects had advance project planning reports and SCDOT is now restarting this process calling it feasibility reports. He advised these feasibility reports are to determine accurate scope and cost of a project prior to the initiation of the NEPA phase and also prior to programming the projects fully in the TIP. This will allow a more accurate cost before allocating funding. He stated there would be a lot fewer cost overruns as projects move forward. Mr. Brockington stated the feasibility reports will be discussed and presented in greater detail by Betsy McCall with SCDOT at the August Policy Committee meeting.

Mr. Brockington stated the remaining TIP funding for the Traffic Signal Timings Studies is 5% of Guideshare per year. He stated GPATS is still waiting to hear from SCDOT which signal corridors they want to list over the next five years, but will have them amended when they become available.

Mr. Brockington directed their attention to the Non-Guideshare portion of the TIP. Projects highlighted in red are completed and being removed and projects highlighted in blue have been added. Those projects mainly affected are the bridge replacement and resurfacing projects. He stated should anyone have any questions they could contact him.

Mr. Brockington stated the Transit portion updating FY19 allocation is \$3,354 million for 5307 transit funding and broken out into Greenville Transit Authority with \$2,192 million and Clemson Area Transit with \$895 thousand based on the formula of percentages; Mauldin-Simpsonville Urbanized Area will receive \$1,614 million. He stated 5310 allocation is \$364 thousand which will be allowed for applicants to apply for and Asangwua Ikein with GPATS will be handling these applications. He stated 5339 amount \$364 thousand [stated at the meeting \$634 thousand] shows broken out to GTA Capital Purchase the amount of \$252 thousand and CAT \$112 thousand. He advised the State Mass Transit Funding total \$505 thousand broken out to GTA \$400 thousand and CAT \$105 thousand.

Mr. Brockington stated the TAP office advised the following projects are completed and can be removed from the TIP. These are Anderson County SC-81 sidewalks, City of Clemson/Pickens CTC Berkely Dr Shared Use Path, and City of Mauldin Fowler Circle Multi-Use Path. He stated the new approved project for the Town of Central was added from the previous approved item presented by Ms. Hansley.

Mr. Brockington made himself available for any questions.

A question was asked regarding clarification of the \$3 million plus to Greenville and the Tiger systems split and the \$1.1 Golden Strip piece; do the people in this area decide how it is funded or is it allocated to Greenlink.

Mr. Brockington answered currently all this funding goes to Greenlink.

Another question was asked regarding the Butler Rd Project with construction starting in FY22, but the Mauldin Golden Strip Gateway Project is showing PL to start in FY22; when Butler Rd goes to four lanes the Golden Strip Gateway Project will be part of the Butler Rd Project. Should not the planning be earlier before the construction.

Mr. Brockington stated he would contact David with SCDOT and confirm the coordination of planning regarding Butler Rd and Mauldin Golden Strip Gateway Projects.

Mr. Kirven inquired if a clean document of TIP financial statement would be sent back out to all Committee members.

Mr. Brockington advised once all the highlighted fields were removed a new TIP financial statement would be sent to all Committee members.

MOTION: By Mayor Danner, seconded by Mayor Cook to approve
GPATS FY2020-2025 Transportation Improvement Program.
The motion carried unanimously by voice vote.

GPATS FY 2020 – 2021 UNIFIED PLANNING WORK PROGRAM

Keith Brockington addressed the Committee members regarding The FY20 Financial Statement which was included in the electronic packet with a link to access the full UPWP FY20-FY21 document. He stated this is a biannual document at the request of the FHA and SCDOT. He stated FY21 is currently illustrative of what GPATS is projecting regarding expected costs and carryover from FY20 and in May 2020 ratifying FY21 once GPATS receives updated numbers from SCDOT. He stated updated tasks to account for new funding levels increased by several thousand dollars based on area of population. He stated the special tasks included for FY20 are the inclusion of Greenville County Transit-Oriented Development Study (TOD) which is non-PL funded but is required by FTA to be listed. He stated this study was applied for by Greenville County last year and Greenville County will be paying the local match. He stated they are currently working through this year's federal requirements from pre-award to award. He stated plans are by this fall to proceed with the study to look at TOD on Laurens Rd from City of Greenville to City of Mauldin with the intent the results from the study can be replicated as needed throughout the region in order to support higher capacity transit as higher capacity transit becomes available. He stated this study is a land use study and not a transit system development study. It will not be proposing new forms of transit but trying to develop the land uses on corridors where transit is most feasible in the future to make sure whichever transit system does happen has the population and

employment numbers in the area to support this granting. He stated this is a specific requirement of the grant by FTA due to other grants not being successful with the implementation because the land uses were not compatible with what they wanted to implement; which caused FTA to request jurisdictions to consider land uses first.

He stated the Travel Demand Model (TDM) is moving toward a continuous model which will be managed by ACOG with the support and funding from GPATS, ANATS, and SPATS. He stated GPATS is moving forward with Interactive Mapping Project which will assist to disseminate active projects and longer term plan projects. He stated this will assist in making GPATS more transparent and better assist officials and the public. He stated the Study Team reviewed the UPWP and recommended approval by consensus without objections.

Mr. Brockington made himself available for any questions.

A question was asked regarding who does the analysis for the need for the project.

Mr. Brockington stated it depends on the project. Sometimes the consultant will advise GPATS or it goes through the Procurement Department with Greenville County. He stated a bid process is used for any need of a consultant.

Another question was asked if SCDOT studies are used.

Mr. Brockington stated they are.

MOTION: By Mayor Raines, seconded by Representative Smith to approve GPATS FY2020-2021 Unified Planning Work Program. The motion carried unanimously by voice vote.

PASSENGER MOVEMENT AND RAIL PLANNING PRESENTATION

Keith Brockington addressed the Committee members with a slide presentation on the state planning for Passenger Movement in high-capacity systems and Rail Planning. Mr. Brockington stated the multimodal planning involving the long-range plan assists with setting the priorities and what has been passed already. He stated the Long-Range Transportation Plan (LRTP) adopted in November 2017 had many multimodals including rail and the LRTP acknowledged growth of the upstate region will continue causing the current traffic to become worse. Mr. Brockington stated the updated priority public transportation including rail service was reflected in the LRTP and also in the approval of the TIP today provided future funding for bicycle, pedestrian, and transit services. He stated the LRTP short term works to improve the relationship with Greenville Transit Authority and Clemson Area Transit Bus Service; the LRTP mid-term will be working with jurisdictions to address challenges with public perception and culture towards multimodal transit and the long term will cultivate potential modes of transportation to reduce highway congestion, improve safety, and provide multimodal options for the traveling public.

He stated the On-Street Modes the LRTP looked at were:

- Bus – Expanded services to include standard, circulator, and express/commuter systems
- Trolley – Local service to mimic vintage streetcars
- ATN – Automated Transport Networks consisting of A-Taxis and Personal Rapid Transit as technologies develop
- BRT – Bus Rapid Transit, mimicking rail service but on-street

Mr. Brockington then included the following Rail Transit systems:

- Light Rail Transit – On-street or dedicated system with improved service from BRT (similar to Charlotte)
- Heavy Rail Transit – Higher-speed and higher capacity with higher cost(similar to MARTA system in Atlanta)
- Improve Regional Rail Service which includes –
 - Existing Amtrak Service along the Crescent Corridor; new Amtrak Service to Columbia, Charleston, and Asheville
 - New Amtrak Service to Columbia, Charleston, and Asheville
 - High-Speed Rail Service between Atlanta and Charlotte
 - Acknowledgement of high-tech potential of Hyperloops and Mag-Leb solutions

Mr. Brockington stated the next issue was to look at the multimodal acknowledgement of First-Last Mile needs. He stated when a person leaves a train or transit system they become a pedestrian and this needed to fund multiple systems not just one. He stated this included Vehicular, Transit, Bicycle and Pedestrian, and Aviation Linkages with special focus on GSP.

Mr. Brockington then introduced Doug Frate with SCDOT, Director of Intermodal and Freight Programs, to discuss multimodal planning within SCDOT.

Mr. Frate addressed the Committee members with a slide presentation regarding the statewide multimodal planning to address the congestion needs. They are as follow:

- Statewide Multimodal Transportation Plan
- Corridor Management Plans (I-85, Enhanced Commuter Opportunities, and Mobility Management)
- Southeast Rail Coalition / Southeast Rail Plan
- Atlanta to Charlotte Passenger Rail Corridor Investment Plan

Mr. Frate stated as part of the SCDOT Multimodal Planning was the update of the statewide transit and rail plan which should be completed by early 2020 and results presented to the Committee from public involvement and stakeholder activities from this summer. He stated they are looking to duplicate the Lowcountry Go mobile app and apply this in the Columbia area and possibly in the Upstate. He spoke about the High Capacity Transit in regards to the Charlotte LYNX Blue Line and the Lowcountry Bus Rapid Transit System. He advised the state's DOT's in 2013/2014 Southeast Rail

Coalition was restarted and is an informal group from states stretching from the District of Columbia to Florida that is looking at opportunities to coordinate and address multistate / interstate freight and passenger rail concerns. He stated at present FRA is waiting on members to become a more formal Southeast Commission which would require the involvement of the state's legislators from each states. He mentioned SCDOT is currently partnering with NCDOT and GADOT on the Atlanta to Charlotte Passenger Rail Project. He stated GADOT and FRA identified six potential routes connecting Atlanta to Charlotte which have been narrowed down to three; then through public involvement they would work to identify and finalize which of these alignments will be selected for further study. He stated a final summary is expected by the end of this calendar year. Mr. Frate discussed the North Carolina Railroad (NCRR) specifically the Piedmont Improvement Project. He stated the NCRR owns 317 miles of class one status rail corridor stretching from Charlotte to the City of Moorehead and is a privately run company. He stated the NCRR corporate capital improvement program is funded from NCRR revenue generated through a lease agreement with Norfolk Southern and there are no state appreciations.

Mr. Brockington followed up on GPATS current efforts in the TIP 2024 Guideshare of which changes support Multimodal with 10% towards Bicycle and Pedestrian Priorities, 10 % towards Transit Capital Purchases, Annual FTA Apportionments, and Transportation Alternatives Program. He mentioned the FTA Transit-Oriented Development Grant pre-award amount is \$355,000 plus Greenville County's match is to begin in the fall. He stated Ten at the Top "Connecting our Future" is ongoing and will be accelerating as they name members to their board, committees, and task forces. He stated GPATS future efforts is to coordinate with SC, GA, NC DOTs, FHWA, FTA, and FRA on improved Regional and High-Speed Rail efforts. He stated as advised by Mr. Frate earlier this summer there is to be a public engagement on Tier 1 EIS. Emails will be sent to Policy Committee, Study Team, and Information Attendees members as to when this public information meeting will be held and will later be coordinating with GADOT on the Tier 2 EIS. He stated GPATS will participate in the SCDOT Multimodal Plan update and SE Rail Coalition and will advise as well when these public meetings will be held. He continued with the following GPATS Future Planning Efforts being as follows:

- Regional Freight Plan (conducted by ACOG with approved UPWP last year)
- Regional Bike/Ped Plan
- Regional Transit Plan
- Horizon2045 LRTP Update (process will begin in 2021)

Mr. Brockington made himself available for any questions.

A question was asked in regards to a statement made earlier by Mr. Frate how I-85 capacity, despite all the improvements made or ongoing, is approaching capacity on the major artery. With looking to the future, what is the solution? Also, in regards to the rail lines, there have been a lot of complaints from the public how trains are becoming longer through Taylors and traffic being tied up.

Mr. Frate responded, SCDOT is looking at solutions such as enhance transit, commuter express opportunities, mobility management, bus rapid transit, and commuter rail opportunities. He stated Secretary Hall has made a point of saying in various public settings how South Carolina is reaching capacity of urban widenings and therefore needed to look at multimodal options. He stated they are working with class one railroads to improve long train problems and how the Piedmont Improvement Project could help with this at grade railway crossings.

Another question was asked regarding how many states around South Carolina have express lanes or toll lanes and where does the funding originate?

Mr. Frate stated they have looked at these opportunities and could not advise where it would originate due to needing to coordinate with all parties involved.

Next question asked was to what extent does the analysis of personal last mile electrical vehicles such as electric scooters, how does this impact transit hubs and commuter times, etc.

Mr. Brockington stated no formal planning has been done and that this mode of transportation is new and they are keeping it in mind. He stated the technology and changes are evolving rapidly and they are unaware how this will affect this area at this time.

NEW BUSINESS

Mr. Kirven announced to the members the Greenlink Low-No grant letter of support approved by all members in April was included in their electronic agenda packet and the Guideshare Feasibility Report presentation will be in August.

ADJOURNMENT

MOTION:

By Councilmember Norris, seconded by Mayor Danner to adjourn.
Without objection Chairman Kirven adjourned the meeting at
11:29 a.m.


Submitted by Recording Secretary