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November 18, 2021

Mr. Keith R. Brockington
Transportation Planning Manager
Greenville County Department of Planning and Code Compliance
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Dear Mr. Brockington:

Fixing America's Surface Transportation (FAST) Act require certification of the transportation planning process in urbanized areas with a population over 200,000 at least once every four years. Certification reviews are conducted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with the objective of evaluating the transportation planning process. These reviews are also conducted with a goal to highlight good practices, exchange information, identify opportunities for improvements, and ensure that Federal regulatory requirements for transportation planning are being met.

FHWA and FTA conducted a formal Certification Review of the transportation planning process for the Greenville-Pickens Area Transportation Study on August 24, 2021. The cooperative transportation planning process as conducted by the South Carolina Department of Transportation, transit operators and local governments in the area was assessed and the findings are enclosed in the attached report. The purpose of this review is to determine the extent of compliance with regulatory requirements, recognize noteworthy practices, identify problem areas and provide assistance and guidance as appropriate.

As a result of this review process, FHWA and FTA ask the GPATS MPO incorporate the recommended technical improvements to the existing planning process. These findings are based on existing regulatory requirements and best practices, and State and local officials are strongly encouraged to take appropriate action. Please review the enclosed report and develop an action plan with associated deadlines for the noted corrective actions and recommendations and submit to FHWA and FTA by no later than January 3, 2022.

The Federal Review Team has evaluated and discussed the major transportation planning process components for the GPATS MPO and finds the transportation planning process meets the requirements of 23 USC 134 and 23 CFR 450 subpart C and is hereby certified.

Your participation and continued cooperation in this process is greatly appreciated. Please contact Mr. Mark Pleasant of the FHWA SC Division at (803) 253-3435 or Ms. Nicole Spivey Finley of FTA at (404) 865-5609 with any questions that you may have regarding this process.

Sincerely yours,



Emily O. Lawton
Division Administrator
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Enclosure

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Transportation Management Area Planning Certification Review

Greenville-Pickens Area Transportation Study (GPATS)



August 2021

Summary Report



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1.0 EXECUTIVE SUMMARY

On August 24, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a risk-based certification review of the transportation planning process for the Greenville-Pickens Area Transportation Study (GPATS). Due to the national health crisis the review meeting was conducted with a virtual option for participants.

FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

Based on the overall observations in this Certification Review, FHWA and FTA jointly certify that the planning process of the Greenville-Pickens Area Transportation Study (GPATS) transportation planning process substantially meets the Federal planning requirements in 23 CFR 450 Subpart C.

The certification review process includes:

- A desk audit of information on transportation planning processes, activities, and significant products that result from these processes and activities.
- A site visit by a federal review team that included opportunities for input and comment on the transportation process by members of the public, local elected officials, and providers of public transportation. In the absence of attendance during the public input session, a subsequent stakeholder survey was conducted to gather feedback on the GPATS process and results are included in Appendix C. The presentation materials used during the review are included in Appendix E.
- The preparation and distribution of this report, which summarizes the observations and recommendations of the review team regarding transportation planning as currently practiced in the GPATS region.

The primary focus of this review is to determine compliance with Federal transportation planning regulations and requirements and to establish the extent by which the Metropolitan Planning Organization (MPO), the State Department of Transportation, and the transit operators in the region work together in carrying out the planning process. The review also provides the opportunity for the MPOs to share its challenges, successes, and the actual experiences in carrying out the transportation planning process with the review team.

This report summarizes the observations of the review team and provides the basis of the recommendations, which are intended to improve the transportation planning process.

The review teams' observation includes 5 commendations, 2 corrective actions, and 11 recommendations. The commendations are areas where GPATS has done particularly well and

is meeting or exceeding the “state of the practice.” Corrective actions are areas that GPATS will need to remedy to satisfy federal regulatory planning requirements. Recommendations are items that are not necessarily regulatory requirements yet are still important technical improvements the MPO should consider incorporating.

1.1 Previous Findings and Disposition

The previous certification review for the GPATS urbanized area was conducted in 2017. The previous Certification Review findings are provided in Appendix B and summarized as follows.

Corrective Actions – No corrective actions were identified in the review

Recommendations - The following recommendations were made to improve the transportation planning process:

- The review team recommends the MPO enhance their coordination effects with the SPATS and ANATS MPOs for regional planning effects such as bicycle and pedestrian priorities, freight planning and congestion management. GPATS should also consider coordinating with the City of Greenville and Greenville County to implement transportation security planning process and procedures for the MPO area.
 - **Status** – GPATS, in collaboration with the ANATS and SPATS MPOs, and the Appalachian Councils of Government (ACOG) successfully completed the region’s first Freight Mobility Plan in 2021. The Appalachian Regional Travel Demand Model continues to be a valuable planning tool to support long-range transportation planning efforts across the Upstate region. In addition, an MOU was prepared with the goal of formalizing various roles and coordination opportunities (example of US 29 corridor planning) for the region’s transportation planning partners; however, the MOU has not been executed as of the date of the certification review. Lastly, to date, no progress has been made related to assessing consideration and integration of security planning within the GPATS process.
- The review team recommends GPATS develop a policy document to oversee the special study process. This document should take care to address expectations and eligibility of PL funds; the primary activities of these funds to operate the MPO; the LPA process required of applicants; application cycles, scoring, and award processes; and, federal procurement guidelines. The review team recommends the MPO consider revising the process for special studies for the GPATS area to more readily align with the goals of GPATS. Deliverables for the special studies must be added in detail with milestones to the UPWP once the policy committee has endorsed the project(s).

- Status – The GPATS staff successfully developed a formal application process for local jurisdictions seeking PL funds for transportation planning purposes. The application defines eligibility details, MPO expectations that relate to supporting regional goals and objectives, and ranking procedures used to select priority projects. The Local Project Assistance (LPA) form is also included with the application to define specific procurement requires that local governments must follow to receive federal planning funds.
- The review team recommends GPATS update and comply with the requirements of a CMP so that it is utilized in decision making and to transition the MPOs overall planning program to performance based planning.
 - Status – The GPATS Long-Range Plan was adopted in 2017 and at that time efforts were made to address the performance based planning requirements of MAP-21/FAST Act by including a chapter on performance and defining initial safety targets. The Congestion Management Process (CMP) was also updated in 2017 and was integrated with the LRTP. Since the LRTP adoption, GPATS has adopted subsequent annual safety targets, National Highway System (NHS) asset and congestion targets, and supporting performance progress reports.
- The review team recommends GPATS work with SPATS, ANATS and the ACOG to update the MOU to define coordination roles for regional planning activities. In addition, the bylaws should be updated to reflect the jurisdictions added because of the 2010 Census and legislation requirements to include a transit representative. The Bylaws should also include comprehensive guidelines for the Study Team to ensure the meeting details are clear.
 - Status – A draft regional MOU was prepared and shared with all Upstate transportation planning partners; however, it has not been formally executed. It is anticipated that the MOU will be finalized following potential MPO boundary adjustments resulting from the 2020 Census. The GPATS bylaws were updated in 2018 to reflect changes from the 2010 Census including the addition of representation from Anderson County Council. GPATS currently has 30 voting members of the policy committee.

1.2 Summary of Current Findings

The review team found that the metropolitan transportation planning process conducted in the GPATS urbanized area **MEETS** Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by South Carolina Department of Transportation (SCDOT), GPATS Metropolitan Planning Organization (MPO), Greenville Transit Authority (GTA), and Clemson Area Transit (CATbus); however, there are corrective actions in this report that will require resolution. There are also recommendations that should warrant consideration for potential process improvements.

Commendations

The review team highlights the following noteworthy practices of the GPATS MPO:

- Provides quality work products, maintains effective working relationships, and demonstrates ongoing coordination with partners and stakeholders. Transportation planning documents and reports are consistently submitted in a timely manner to SCDOT, FHWA, and FTA. The GPATS staff demonstrates a willingness to engage and provide input on state and federal initiatives.
- Integrates performance management processes within the TIP and LRTP. The review team commends the MPO for adopting performance targets within the national timelines as required in 23 CFR 450.306(d)(3)
- Developed a performance narrative in the 2021-2026 Transportation Improvement Program. This meets regulatory requirements of 23 CFR 450.326(d) and provides a summary of current conditions for safety, system condition, and reliability and the anticipated impact of the program of projects towards achieving the adopted targets.
- Continued efforts to promote public awareness of the MPO's processes, products and engagement opportunities. The GPATS PPP outlines a comprehensive approach to providing notification and meaningful engagement opportunities to guide transportation investment decisions for the region. The review team commends GPATS for pivoting to a virtual approach in response to the national health crisis to effectively maintain a continuous, cooperative, and comprehensive transportation planning process.
- Collaborates with Upstate MPOs and the Appalachian COG to advance regional planning with the recently completed Freight Mobility Plan, as well as travel demand modeling, and transit coordination.

Corrective Actions

The review team identifies the following corrective actions that the GPATS MPO must take to comply with Federal Regulations. The GPATS staff shall provide an action plan to demonstrate timelines and tasks for addressing corrective actions:

- Update the PL agreement between the GPATS MPO and SCDOT. The current agreement was executed on January 9, 2014. Per 23 CFR 450.314 SCDOT is required to have an agreement that includes the designated financial agent, the most recent legislation, clauses, regulations (including applicable references to 2 CFR Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards)) and clarified roles and performance requirements. In addition, the MOU for performance management as cited in 23 CFR 450.314(h)(1) should be included with the PL agreement. TARGETED COMPLETION: Spring 2022
- Comply with 23 CFR 450.322 which requires the establishment of a coordinated program for data collection and implementation of an ongoing monitoring process for the CMP. The review team found that GPATS does not have a monitoring and evaluation process outside of the scheduled CMP updates. GPATS should coordinate with SCDOT and engage their transportation partners to formalize a data collection and monitoring program. TARGETED COMPLETION: Fall 2022

Recommendations

The review team offers the following recommendations that would improve the transportation planning process:

- Finalize MOU for regional transportation coordination with the Upstate MPOs and Appalachian Council of Governments by defining planning roles, responsibilities, and collaborative opportunities. TARGETED COMPLETION: Fall 2022
- Expand 4th Quarter PL reporting to encompass the status of the quarter as well as a year-end status of activities, accomplishments and products in comparison to deliverables described in the UPWP. TARGETED COMPLETION: Summer 2022
- Document the 10 national planning factors in the MPO's transportation planning process by including resiliency, travel and tourism, and security. The degree of consideration for each planning factor should be based on the scale and complexity unique to each planning area. TARGETED COMPLETION: Fall 2022
- Advance the practice of performance based planning in future LRTP updates by linking goals, performance measures, and targets to project selection. This can include

additional considerations for integrating the congestion management process, the LRTP and the TIP. TARGETED COMPLETION: Fall 2022

- Provide SCDOT, FHWA, and FTA quarterly updates on the progress of updating the LRTP. A lapse of the current LRTP would potentially impact the ability to amend/modify the TIP. The updated LRTP is due November 2022. TARGETED COMPLETION: First status report Fall 2021
- Coordinate with SCDOT to facilitate transit provider access to previous STIPs to support authorization requests to FTA. Clemson Area Transit and GTA indicated challenges associated with authorizing transit grants based on year of award shown in previously approved STIPs. TARGETED COMPLETION: Spring 2022
- Add documentation to the TIP to reflect methodology used for estimating Year of Expenditure (YOE) project estimates. TARGETED COMPLETION: Fall 2021
- Coordinate with SCDOT to transfer Federal-Aid Funds to FTA that have been identified in the TIP for transit capital projects. TARGETED COMPLETION: TBD
- Reevaluate the current Transportation Alternatives Program (TAP) process to consider efficiencies to improve project delivery including a bi-annual call for projects to better align with project development and reporting cycles. TARGETED COMPLETION: Fall 2021
- Complete the yearly assessment of effectiveness based on define metrics in the PPP. TARGETED COMPLETION: Spring 2022
- Update the PPP to include a process description for using virtual public meetings to conduct MPO business. TARGETED COMPLETION: Summer 2022

Details of the certification findings for each of the above items are contained in this report.

2.0 INTRODUCTION

2.1 Background

Under 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: an onsite visit (or virtual review), a review of planning products (in advance of and during the review), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the Metropolitan Planning Organizations MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

On August 22, 2018, the FHWA Associate Administrator for Planning, Environment, and Realty transmitted a memorandum to FHWA Division Offices outlining a new approach called a “Risk-Based Transportation Management Area Planning Certification Review.” In short, a risk-based TMA Certification Review relies on FHWA’s and FTA’s stewardship and oversight to focus the review on the high-risk areas in a region’s planning process, rather than attempting to cover every planning topic in every review.

FHWA and FTA provide regular stewardship and oversight to its TMA planning partners, reviewing and approving planning products, conducting Division/Region Office Risk Assessments, providing technical assistance, and promoting best practices throughout the year. Based upon the ongoing involvement in and review of the Greenville Pickens Area Transportation Study (GPATS) MPO planning products, FHWA and FTA staff are aware of those areas where there is room for improvement in the MPO’s planning process and have a sense for the low- or high-risk areas. Moreover, input from the public, local elected officials, transportation agencies, and other local planning partners provide important insights into how the planning process is being conducted. Areas, where the Federal review team finds the TMA to be non-compliant or marginally compliant, were the priority topics of discussion during the Review and documented within this report.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

GPATS is the designated MPO for the Greenville urbanized area. South Carolina Department of Transportation (SCDOT) is the responsible State agency and the Greenville Transit Authority (GTA or Greenlink) and Clemson Area Transit (CATbus) are the responsible public transportation operators. Current membership of the GPATS MPO consists of elected officials and citizens from the political jurisdictions in the MPO area. The study area includes most of Greenville County (with the city of Greenville as the largest population center), Pickens County, and Anderson County. New members were introduced after the 2010 census including a Clemson, Central, Norris, Pendleton, Williamston, Pelzer, and West Pelzer.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

A summary of the status of findings from the 2017 is provided in Appendix B. This report details the review, which consisted of a site visit and a public involvement meeting, both of which included options for virtual participation, conducted on August 24, 2021.

Participants in the review included representatives of FHWA, FTA, SCDOT, Greenville Transit Authority, Clemson Area Transit, and GPATS MPO staff. A full list of participants is included in Appendix A.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the GPATS, SCDOT, and public transportation operators. Background information, current

status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- MPO Structure, Committees, Agreements, Consultation and Coordination
- Civil Rights (Title VI, Environmental Justice, Limited English Proficiency (LEP), Americans with Disabilities Act (ADA))
- Transit
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- 2040 Metropolitan Long Range Transportation Plan (LRTP)
- Congestion Management Process (CMP)
- Transportation Performance Management (TPM)
- Transportation Alternatives Program (TAP)
- Public Participation
- Administration

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- PL Agreement with SCDOT, 2014
- Unified Planning Work Program, FY 2022 /2023 and sample quarterly status reports
- Transportation Improvement Program, FY 2021 - 2026
- Long-Range Transportation Plan, 2040
- Congestion Management Process
- GPATS Public Participation Plan, 2020
- GPATS Title VI/Environmental Justice Plan, 2020
- Memorandum of Understanding (transit agencies, MPO), 2014
- Memorandum of Understanding for governance of Regional Travel Demand Modeling (not signed)
- Transportation Alternatives Program (TAP)

4.0 PROGRAM REVIEW

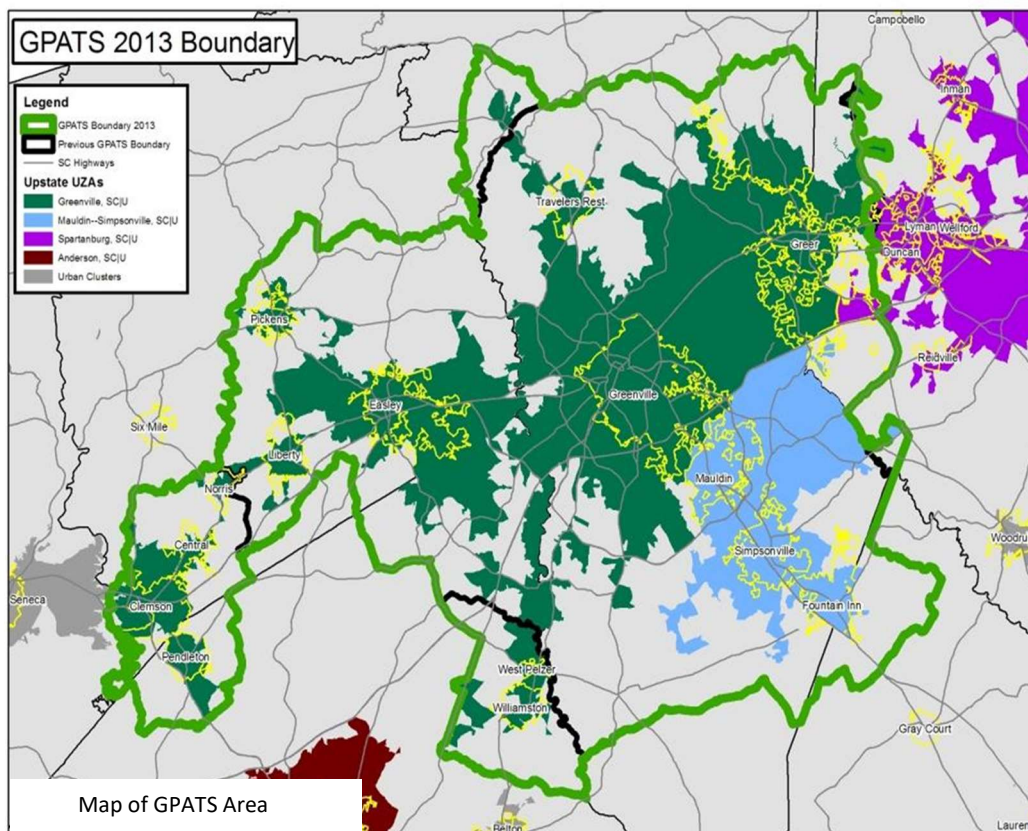
4.1 Metropolitan Planning Area Boundaries

4.1.1 Regulatory Basis

23 CFR 450.310 (d) TMA shall consist of: (i) Local elected officials; (ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (iii) Appropriate State officials. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

4.1.2 Current Status

GPATS makes up two urbanized areas (UZAs) including Greenville and Mauldin-Simpsonville that includes: Greenville, Pickens, Anderson, Spartanburg, and Laurens County.



GPATS 16 municipalities include: Greenville, Greer, Mauldin, Simpsonville, Fountain Inn, Travelers Rest, Easley, Liberty, Pickens, Clemson, Central, Norris, Pendleton, Williamston, Pelzer, and West Pelzer.

GPATS is one of 11 MPOs in the state of South Carolina. The MPO boundary is adjacent to the Spartanburg Area Transportation Study (SPATS) and Anderson Area Transportation Study (ANATS) MPO. It covers an area of 905 square miles and the population totals 708,548 (ESRI Business Analyst 2021 population statistics). GPATS is one of the largest MPOs in the state in terms of funding and population.

4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis

23 CFR 450.314 (a) Metropolitan planning agreements. (a) The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA.

4.2.2 Current Status – GPATS History, Staff, Committees, transit operators, agreements, and Bylaws.

In 1964, the Greenville County Planning Commission was designated as the MPO and the county, city and state created the Greenville Area Transportation Study (GRATS) to comply with the Federal Highway Act of 1962. Because of the population growth patterns identified in the 2000 Census, the MPO was expanded to include portions of Pickens County, and the name was changed to the Greenville-Pickens Area Transportation Study (GPATS).

[GPATS Staff](#) - GPATS has four full time positions that are exclusively dedicated to transportation planning for the MPO study area:

The GPATS Executive Director, who also serves as the Transportation Planning Manager, oversees the development of various road and highway plans and projects, bicycle/pedestrian projects, and mass transit projects. The Executive Director participates in various committees and teams across the region to address varying transportation issues and innovative opportunities including, but not limited to, being a liaison to the GTA Board, the Greenville County Legislative Delegation, and being a point person for the Upstate in relation to future regional rail between Atlanta and Charlotte. Also on occasion SCDOT and FHWA ask the Executive Director to participate in statewide and federal efforts such as present at statewide conferences or participate in working groups for performance based planning.

The GPATS Transit Planner/Grants Manager is responsible for overseeing GIS mapping for GPATS and FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310 funds) to transit providers in Greenville's Urbanized Area. This position also serves on committees dealing with transit and air quality issues and is also the liaison between the GTA,

CATbus, and local municipalities.

The Transportation Planner focuses responsibilities include overseeing the allocation of Transportation Alternative Program (TAP) funding to local jurisdictions within GPATS, assists with local alternative transportation projects, and collaborates with Safe Routes to School on local school safety assessments and studies. In addition, the Transportation Planner assists with the maintenance and update of the planning documents, maintains the GPATS website/social media, and manages public outreach.

The Administrative Assistant is a single point of contact for committee meetings, public announcements and provides support of local government liaison functions.

The MPO includes two committees - Policy Committee and Study Team:

The Policy Committee is a forum for cooperative decision-making by elected and appointed officials of the local governments and transportation providers. The Policy Committee is responsible for taking into consideration the recommendations from the CAC and the Study Team when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans.

The Policy Committee consists of 30 voting members, including; (5) Legislative Delegation members from Greenville County, (2) Legislative Delegation members from Pickens County, (1) Legislative Delegation member from Anderson County, (5) County Council members from Greenville County, (2) County Council members from Pickens County, (1) County Council member from Anderson County (6) Mayors from Greenville County municipalities (Cites of Greenville, Greer, Fountain Inn, Mauldin, Simpsonville, and Travelers Rest), (4) Mayors from Pickens County municipalities, (1) Mayor from Anderson County, (2) SCDOT Commissioners (District 3 and 4), and (1) Chair of the Greenville Transit Authority. The members from each County and Municipality are determined by population.

The Policy Committee also has seven non-voting members that serve based on their respective position. These members are the: Manager of Development Services & Transportation Planning, Greenville County Planning and Code Compliance or their designee, who shall serve as Executive Director for GPATS and Secretary to the Policy Committee, the Chair of Anderson County Planning Commission, the Chair of Greenville County Planning Commission, the Chair of Pickens County Planning Commission, the Chair of Anderson County Legislative Delegation Transportation Committee, the Chair of Greenville County Legislative Delegation Transportation Committee, and the Chair of Pickens County - County Transportation Committee (CTC).

The Study Team includes staff from federal, state, local agencies and other associations who have technical knowledge of transportation and/or planning. The team functions to ensure the involvement of all relevant departments, advisory agencies, and multi-modal transportation providers involved in the planning process and subsequent implementation of plans. The

committee evaluates transportation plans and projects based on whether they are technically warranted and financially feasible.

[The major transit operators](#) are the GTA and the CATbus. MPO staff serve on the GTA Transit Development Committee and attend GTA monthly board meetings. GPATS acts as the direct recipient of FTA 5310 funds and Bus and Bus Facilities Program (FTA 5339 funds) and allocated funding to GTA/Greenlink and CATbus.

[GPATS Operating Agreements and Bylaws](#) together document how the continuing, comprehensive, and cooperative (3C planning process) will occur. They include:

- Metropolitan planning (PL) funds agreement with SCDOT;
- Transit memorandum of understanding (MOU) between GPATS, GTA, and CATbus outlining that GPATS serves as the intermediary between the transit agencies.
- Memorandum of Agreement (MOA) between GPATS, SPATS, and Application Council of Government (ACOG). This agreement is for the coordination of operations and planning between jurisdictions (draft);
- GPATS Bylaws, updated 2018 outlines the Policy Committee's process and procedures.

Following MPO boundary changes resulting from the 2010 US Census, the GPATS MPO has adjoining study area boundary segments with the Appalachian COG, ANATS and SPATS MPOs. It was discussed during the review that MPOs and COG should define coordination roles for regional planning activities. Examples of regional planning activities that have already taken place include freight planning and collaboration on the regional travel demand modeling. These regional planning roles should be reflected in the MOA.

4.2.3 Findings

Commendation:

- The GPATS staff provides quality work products, maintains effective working relationships, and demonstrates coordination with partners and stakeholders. Transportation planning documents and reports are consistently submitted in a timely manner to SCDOT, FHWA, and FTA. The MPO staff demonstrates a willingness to engage and provide input in state and federal initiatives.

Corrective Action:

- The PL agreement between the GPATS MPO and SCDOT has not been updated by SCDOT since January 9, 2014. Per 23 CFR 450.314 SCDOT is required to have an agreement that includes the designated financial agent, the most recent legislation, clauses, regulations (including applicable references to 2 CFR Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards)) and clarified roles and performance requirements. In addition, the MOU for performance management as cited in 23 CFR 450.314(h)(1) should be included with the PL agreement.

Recommendation:

- The review team recommends that GPATS, in collaboration with ANATS, SPATS, and the Appalachian Council of Governments finalize their MOU for regional coordination. Opportunities for additional regional transportation planning activities may include congestion management, bicycle and pedestrian priorities, as well as consideration of the national planning factors, such as transportation security planning.

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status

The UPWP identifies the transportation planning activities carried out by GPATS. The UPWP provides updates on the GPATS public involvement process, program administration, systems management and coordination, and transportation plans and studies. These activities are implemented using GPATS Planning (PL) funding. GPATS currently receives approximately \$693,415 in PL funding annually.

The UPWP for the GPATS MPO is developed biennially and documents major transportation planning and related activities within the GPATS Study Area for the two-year planning period. Input is sought from representatives of all modes during the UPWP update period. GPATS staff is responsible for developing the work program items for GPATS operations that address the needs of the jurisdictions within the region. The UPWP is developed in coordination with representatives from the SCDOT, the GTA, Clemson Area Transit, and other local governmental agencies. The UPWP is reviewed and approved by the GPATS Policy Committee, SCDOT, FHWA and FTA.

GPATS provides quarterly reports to SCDOT, which include invoicing and project status for the planning activities. A sampling of past quarterly reports reflects timely submittals and adequate quarterly progress status information for UPWP activities. The review team did note that the format of the 4th quarter report for 2021 was limited to activities and accomplishments specific to just the ending quarter. The 4th quarter report should also reflect an end of year summary of all work activities and products accomplished for the planning year.

During the 2017 certification, the review team recognized the benefits of suballocating available PL funds to member jurisdictions to support transportation planning efforts, however, it was recommended that the MPO consider developing a policy document to guide the process and improve the nexus with regional transportation planning goals for GPATS. In response, GPATS developed a special studies application and LPA form, which is signed by participating city/county administrators to acknowledge the 3-step coordination process and ensure federal funding eligibility. GPATS has committed their participation to local special studies through involvement in steering/working committees to contribute MPO input throughout the study phase.

4.3.3 Findings

Recommendation:

- The review team recommends that 4th Quarter PL Reports include the accomplishments of the quarter as well as a description of activities, accomplishments and end products for the year. The end of year summary provides a complete assessment of work accomplishments in comparison to work tasks defined in the UPWP.

4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 CFR 450.324 Development and content of the metropolitan transportation plan (a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating

the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period.

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to transportation system development, such as land use, employment, economic development, natural environment, housing and community development.

23 CFR 450.324(d) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(g), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- System performance measures, targets and report
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Transportation and transit enhancement activities, including consideration of intercity buses
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- A financial plan

4.4.2 Current Status

The MTP, or Long Range Transportation Plan (LRTP) update, titled *Horizon2040*, was adopted by the Policy Committee November, 2017. The LRTP involved comprehensive stakeholder and public participation efforts designed to identify the region's transportation needs, priorities, and vision throughout the plan's horizon.

The 2017 update focused extensively on public outreach to gather a compilation of important projects region wide. There were numerous public meetings as well as multiple public surveys. Over thirty-five thousand data points were collated over all. These data points were combined with the results of a preliminary transportation demand model to create draft recommendations. All input was collated and ranked using South Carolina General Assembly Act 114 (ACT 14) criteria.

Incorporating performance based planning in the LRTP – The cornerstone of Moving Ahead for Progress in the 21st Century’s (MAP-21) and Fixing America’s Surface Transportation (FAST) Act highway programs is to transform transportation decision making toward performance and outcome-based results. SCDOT’s 10-Year Strategic Plan and Transportation Asset Management Plan (TAMP) identifies investment strategies to achieve system performance targets that collectively contribute to national transportation goals. GPATS is also responsible for developing their LRTP through a performance-driven, outcome-based approach to planning.

The GPATS Policy Committee approved amendments to the LRTP to include all performance targets adopted by SCDOT for safety, pavements and bridges, freight and highway reliability.

- Performance Measure One (PM-1) Safety – GPATS adopted state safety targets:
 - 2014-2018 target – November 2017
 - 2015-2019 target – February 2019
 - 2016-2020 target – October 2019
 - 2017-2021 target – October 2020
- Performance Measure Two (PM-2) Bridge & Pavement (System Condition) – GPATS adopted state pavement and bridge targets:
 - Adopted the statewide 2-year targets for non-interstate NHS system and statewide 4-year targets for Interstate pavement conditions, and the statewide NHS Bridge Condition targets – October 15, 2018
- Performance Measure Three (PM-3) System Performance (Reliability) and CMAQ – GPATS adopted statewide reliability targets and CMAQ targets:
 - Adopted the statewide 2-year and 4-year targets for % of Person Miles Traveled on Interstate and Non-Interstate NHS that are Reliable, Truck Travel – October 15, 2018
- System Performance Report was included in the LRTP to reflect the latest progress determination information.

4.4.3 Findings

Commendation:

- Adopting performance targets within the national timelines as required in 23 CFR 450.306(d)(3) - MPO shall establish the performance targets.... not later than 180 days after the date on which the relevant State establishes the performance targets.

Recommendation:

- The review team recommends that the updated LRTP reflect how GPATS is incorporating the 10 national planning factors in the MPO's transportation planning process to include resiliency, travel and tourism, and security. The degree of consideration for each planning factor should be based on the scale and complexity unique to each planning area.
- The review team recommends that future updates of the LRTP continue to advance the practice of performance based planning by linking goals, performance measures, and targets to project selection. This can include additional considerations for integrating the congestion management process, the LRTP and the TIP.
- The review team recommends that GPATS provides quarterly updates on the progress of updating the LRTP to SCDOT, FHWA, and FTA. The updated LRTP is due November 2022.

4.5 Transit Planning

4.5.1 Regulatory Basis

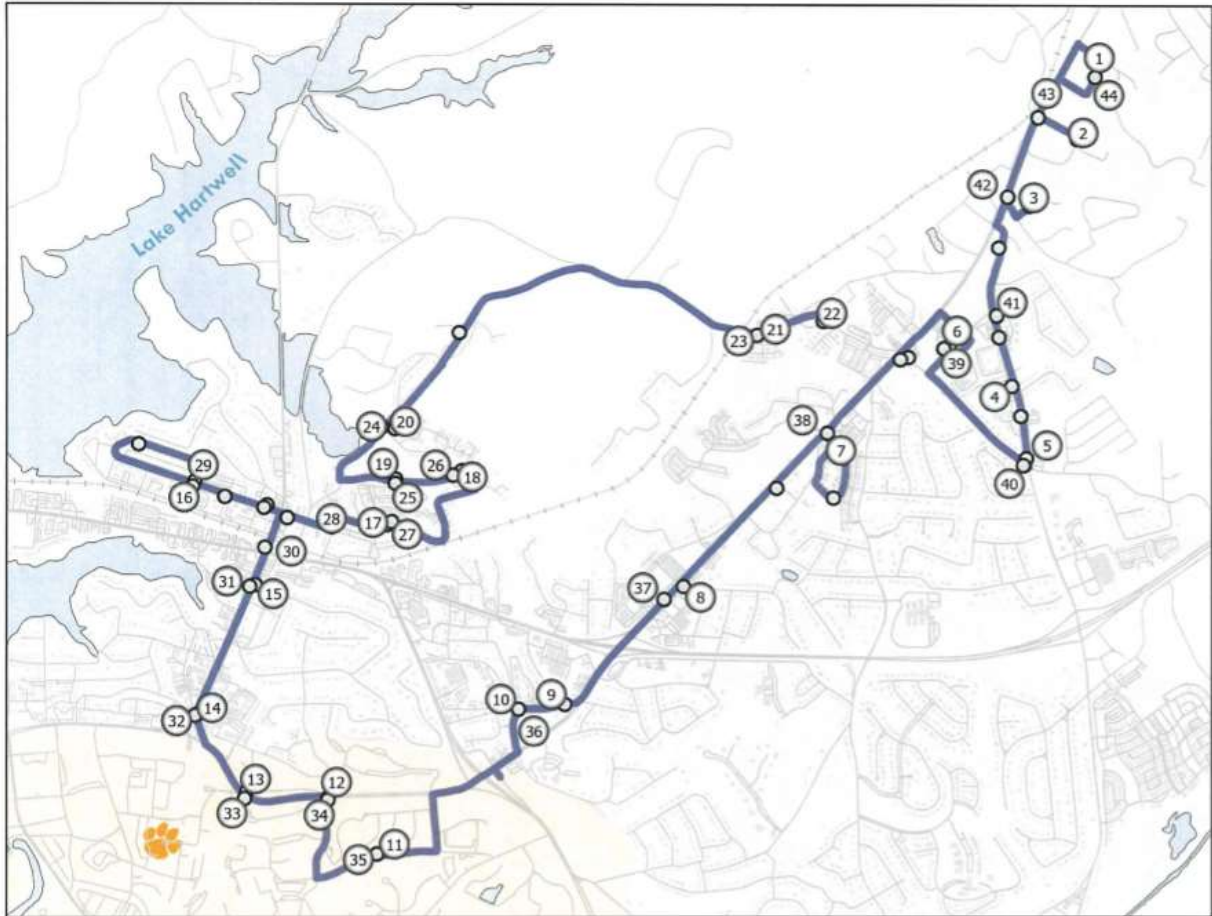
49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.5.2 Current Status

GPATS, as designated by the governor or the governor's official designee in accordance with the planning process, is the Designated Recipient (DR) of the FTA Urbanized Area Formula Funds for the Greenville UZA. As the DR, GPATS is responsible for "receiving and apportioning" funding for the Urbanized Area Formula Program from the mass transit account of the highway trust fund. The funding amounts are made available by Congress and apportioned by FTA to authorized agencies. Each fiscal year, FTA apportions urbanized area funds to states and designated recipients according to a statutory formula using the latest available U.S. decennial census data and other information reported by the Bureau of the Census and the National Transit Database.

There are currently two transit agencies operating fixed route service within GPATS's region: CATbus [Clemson Area Transit](#) and GTA (or Greenlink) [Greenlink](#). CATbus and GTA are also authorized "direct recipient(s)" of FTA formula funds. Meaning CATbus and GTA are eligible entities authorized by a GPATS, the designated recipient, to receive Urbanized Area Formula Program funds directly from FTA.

CATbus is a public service provided fare-free by Clemson University, the City of Clemson, the Town of Central, the Town of Pendleton, the City of Seneca, the South Carolina Department of Transportation, and the Federal Transit Administration



RED ROUTE MONDAY–THURSDAY

Stop #:	Stop Name:	HR	1/2	15	MIN
1	REC CTR/LIBRARY	:53	:23	:08	:38
2	UNIVERSITY VILLAGE APTS	:56	:26	:11	:41
3	THE RESERVE APTS	:58	:28	:13	:43
4	HERITAGE POINTE APTS	:00	:30	:15	:45
5	ISSAQUEENA TRAIL @ CAMBRIDGE DR.	:01	:31	:16	:46
6	INGLES— HWY 93	:04	:34	:19	:49
7	CLEMSON EDGE APTS	:10	:40	:25	:55
8	BOJANGLES—HWY 93	:13	:43	:28	:58
9	KELLY RD. @ HWY 93	:15	:45	:30	:00
10	CRAWFORD FALLS APTS	:16	:46	:31	:01
11	THORNHILL VILLAGE	:18	:48	:33	:03
12	CHERRY RD @ BRYAN CIRCLE	:20	:50	:35	:05
13	SIKES HALL WEST	:22	:52	:37	:07
14	DOWNTOWN CLEMSON/TTT	:23	:53	:38	:08
15	VICTORIA SQUARE	:25	:55	:40	:10
16	CLEMSON VILLAGE	:29	:59	:44	:14
17	COCHRAN RD @ THE LOFTS	:36	:06	:51	:21
18	THE ENCLAVE IN-TOWN	:38	:08	:53	:23
19	LINDSAY RD @ THE LOFTS	:39	:09	:54	:24
20	OLD CENTRAL RD. @ CREEKSIDE DR.	:43	:13	:58	:28
21	THE ENCLAVE APTS	:45	:15	:00	:30
22	CATbus HEADQUARTERS	:55	:25	:10	:40
23	THE ENCLAVE APTS.	:56	:26	:11	:41
24	OLD CENTRAL RD. @ CREEKSIDE APTS	:58	:28	:13	:43
25	LINDSAY RD @ THE LOFTS	:00	:30	:15	:45
26	THE ENCLAVE IN-TOWN	:03	:33	:18	:48

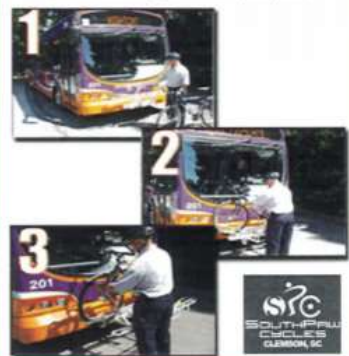
Stop #:	Stop Name:	HR	1/2	15	MIN
27	COCHRAN RD @ THE LOFTS	:04	:34	:19	:49
28	COCHRAN RD @ CALHOUN ST	:05	:35	:20	:50
29	CLEMSON VILLAGE	:09	:39	:24	:54
30	COLLEGE AVE @ HWY 123 (VERIZON)	:12	:42	:27	:57
31	CLEMSON POST OFFICE	:13	:43	:28	:58
32	DOWNTOWN/STUDY HALL	:15	:45	:30	:00
33	SIKES HALL EAST	:18	:48	:33	:03
34	CHERRY RD @ BRYAN CIRCLE	:20	:50	:35	:05
35	THORNHILL VILLAGE	:22	:52	:37	:07
36	CRAWFORD FALLS APTS	:26	:56	:41	:11
37	SARDY'S DEN/SKYVIEW DR	:28	:58	:43	:13
38	HWY 93 @ WALMART MKT/CLEMSON EDGE	:30	:00	:45	:15
39	INGLES	:32	:02	:47	:17
40	CAMBRIDGE DR @ ISSAQUEENA TRAIL	:33	:03	:48	:18
41	HUNTER'S GLEN APTS	:34	:04	:49	:19
42	HWY 93 @ THE RESERVE APTS	:36	:06	:51	:21
43	UV/CENTRAL POST OFFICE	:37	:07	:52	:22
44	REC CTR/LIBRARY	:38	:08	:53	:23
45	DOLLAR GENERAL	:39	:09		
46	DOWNTOWN CENTRAL/BANKS ST.	:40	:10		
47	TIMBERLAND CROSSING	:41	:11		
48	SOUTHERN WESLEYAN UNIVERSITY	:48	:18		
49	TIMBERLAND CROSSING	:50	:20		
50	DOWNTOWN CENTRAL/DEPOT DOG	:50	:20		
51	DOLLAR GENERAL	:52	:22		

CONNECTS WITH: **WALMART/SWU** @ INGLES & CATBUS HQ

PENDLETON, **SENECA EXPRESS**, **VIEW/PIER PM** @ BRYAN CIRCLE

BIKE & RIDE

Loading your bike is
as easy as 1,2,3.



During the fall and spring semesters

CATbus offers a **LATE NIGHT EXPRESS**

Thursday 12:00am—3:00am

Friday 12:00am—3:00am

Saturday 12:00am—3:00am

The Late Night Express buses will follow the
RED Routes to get you home safely.

HOLIDAY RED

MONDAY - THURSDAY

7:00am - 6:30pm

FRIDAY

7:00am - 10:30pm

HOURLY SERVICE

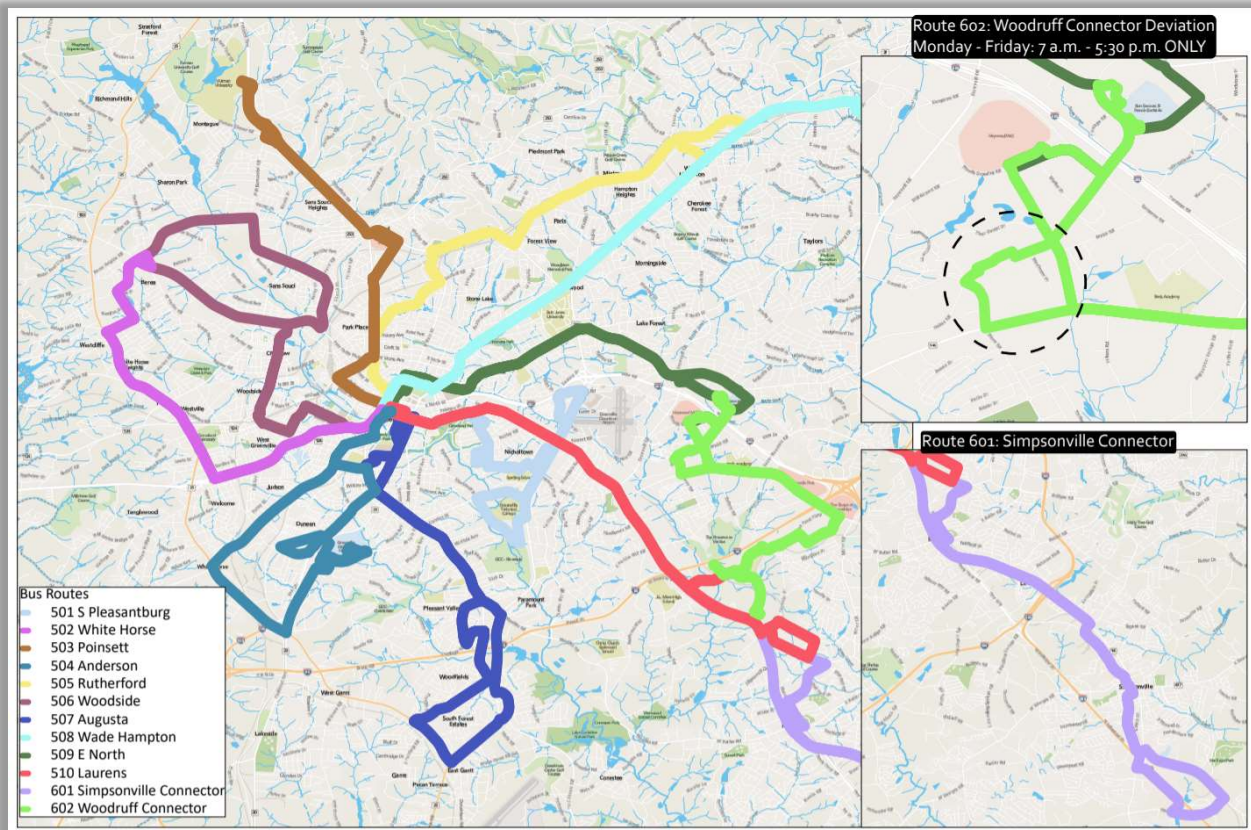
The CATbus system is made of nine routes serving the areas of the City of Clemson, Town of Pendleton and Town of Seneca. The Hendrix Center, located on the campus of Clemson University, serves as the system's hub. CATbus provides connectivity with Electric City Transit to offer passengers expanded coverage within the Anderson service area.

To ensure comprehensive access to transportation, all CATbus buses are equipped to accommodate individuals with disabilities. Audio and Video Surveillance is also available on each CATbus bus for passengers' safety and security. CATbus in partnership with the City of Seneca operates the only all-electric zero emission fleet in the United States. Providing current and potential system users the most up-to-date system information is available through the free "Where's My Bus" real-time bus locator (App). The CATbus app provides users the options to track bus movement by stop, route and address.

Clemson Area Transit staff provided an overview of recently completed studies, ridership trends, bus shelter and sidewalk upgrades, new bus purchases, and their response to maintaining safe conditions for employees and riders during the pandemic.

It was noted that MPO meeting logistics can be challenging for the CATbus staff due to distance and travel requirements between Clemson and Greenville.

GTA operates public transit system “**Greenlink**” in Greenville, South Carolina. The Greenville Transit Authority is governed by the seven-member Board.



Greenlink currently operates 12 fixed routes covering the City and County of Greenville. All buses operated by Greenlink are equipped with a bike rack and accessible for mobility devices. Greenlink, also provides ADA paratransit service (Greenville Area Paratransit - GAP). 5 trolley

routes are also operated in the downtown Greenville as an extension of the fixed route service. Transit service is offered to the public Monday through Saturday.

Greenlink riders have multiple payment options when purchasing Passes and Fares:

- Single ride and transfer tickets purchased at bus fare box – Cash Only
- Day Pass and 20-Ride Punch Passes made be purchased at information booth located at the Transit Center – Cash, VISA or MasterCard

Bus Advertising, Bike Lockers, Passenger Orientation (Greenlink Rider’s Guide), Paratransit Information, General Rider Information and a Downtown Trolley route are some of the Services offered by Greenlink. Greenlink connects with current and potential riders via multiple social media platforms; Facebook, Twitter, YouTube and Instagram.

Greenlink staff provided an overview of their current system operations and highlighted several recent accomplishments. Currently, the agency’s state of good repair objectives are being achieved for the fleet with no buses operating past useful life. Their ITS system was recently upgraded, several bus stops have been upfitted, and a new safety plan was adopted in 2021. It was also reported that the system’s ridership levels have rebounded from the pandemic. A comparison to other peer transit systems shows Greenlink’s return to normal service levels outpacing other similar systems, such as Columbia, SC, Charleston, SC, Winston Salem, NC, Greensboro, NC, and Baton Rouge, LA.

Greenlink staff highlighted plans for a new 26-acre operations and maintenance facility. They are currently in the design phase.

It was noted by staff that grant authorization requests to FTA have been cumbersome to complete in cases where federal transit funds based on year of award were shown in older or previously approved STIPs.

4.5.3 Findings

GPATS meets the FTA requirements for the transit coordination and planning.

Recommendations:

- The review team recommends that GPATS and SCDOT coordinate to facilitate transit provider access to previous STIPs to support authorization requests to FTA.

4.6 Transportation Improvement Program

4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.324, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP (LRTP).
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status

While only required every four years, GPATS standard practice requires a new TIP to be approved every two years while SCDOT updates the STIP on a four year cycle with a seven year programming horizon. SCDOT has moved to this format to maintain a consistent horizon with the Transportation Asset Management Plan (TAMP). The different update cycles do not preclude compatibility between the GPATS TIP and STIP, but does require additional coordination. The current TIP was approved May 2020 and was developed cooperatively between the GPATS Policy Committee and Study Team. GPATS fiscally constrained TIP includes 6 years of transportation projects.

The TIP is inclusive of all program category funding, including the Guideshare Program (NHPP/STBG), signal retiming, debt service, projects exempt from the Guideshares Program comprised of bridge replacements, resurfacing, signage and pavement markings, safety, ITS/operations, Transportation Alternatives Program (TAP), and mass transit. GPATS assumes an annual Guideshare apportionment is \$18,078,000 million per year and the TIP reflects SCDOT's use of Advanced Construction for larger phases of work. Based on current programming levels and stated revenue sources, the TIP demonstrates yearly fiscal constraint throughout the horizon of the document. At the time of the review, it was not clear what inflation factor was used to estimate year of expenditure project costs.

GPATS will transition to the funding distribution plan defined in the LRTP that defines 5 categories of project types: roadway corridors, intersections, bike/pedestrian accommodations,

traffic signal upgrades, and transit. The distribution plan provides overall investment percentages that reflect a priority for diversifying transportation system investment across capacity upgrades, safety and operations, and for all modes of travel. Beginning in 2024, the project selection process and TIP programming with Guideshares will be based on these guiding principles. The review team discussed agency coordination to facilitate the use of Federal-Aid Funds (Guideshares) for transit capital projects, which should involve transferring identified project funds to FTA for the appropriate administration and oversight.

Transportation Alternative Program - The review team received a presentation on the current status of the Transportation Alternatives Program (TAP). GPATS maintains a TAP process document updated in 2019 that defines how the MPO solicits and selects priority projects within the GPATS study area. GPATS staff has experienced administrative challenges to provide a desired level of oversight for TAP. The MPO previously incurred lapsed TAP funding and the overall program currently maintains a negative balance.

Some key administrative challenges for the GPATS have related to reconciling TAP program budget status and variability in project estimates. SCDOT provides annual accounting statements to reflect individual TAP project billing status and the cumulative GPATS TAP balance, which has at times been inconsistent with the MPO's understanding of project and budget status.

SCDOT has worked effectively with GPATS to resolve many of the outstanding budget issues. SCDOT has also assisted with vetting project cost estimates typically produced by the project sponsor or consultant. Continued coordination between GPATS and SCDOT will remain a priority as the MPO anticipates soliciting local jurisdictions for new TAP projects beginning in FY 22.

4.6.3 Findings

Commendation:

- The review team commends the MPO for developing a performance narrative in the 2021-2026 Transportation Improvement Program. This meets regulatory requirements of 23 CFR 450.326(d) and provides a summary of current conditions for safety, system condition, and reliability and the anticipated impact of the program of projects towards achieving the adopted targets.

Recommendation:

- The review team finds that the TIP does not clearly demonstrate the methodology used to incorporate an inflation rate(s) to reflect year of expenditure dollars based on

reasonable financial principles and information developed cooperatively by the MPO, State, and public transportation operator(s)". The TIP narrative should be expanded to reflect the practice used to develop the financial plan.

- GPATS should coordinate with SCDOT to transfer Federal-Aid Funds to FTA that have been identified in the TIP for transit capital projects.
- Conduct a Transportation Alternatives Program (TAP) process review to consider a bi-annual call for projects to better align with project development and reporting cycles.

4.7 Public Participation

4.7.1 Regulatory Basis

23 UCS 134 and 49 U.S.C. 5303, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

4.7.2 Current Status

The MPO utilizes several techniques and strategies to include the public and other interested parties with information about GPATS plans, programs, and other MPO related news and updates. These techniques are outlined in the 2020 Public Participation Plan (PPP). For example, the GPATS website, provides the public easy access to MPO information and opportunities to provide comments. The website also has a calendar for upcoming Study Team and Policy Committee meetings. This is helpful for the public to know when and where meetings are held.

Staff also utilizes social media pages for the public to better understand the purpose of the MPO and its decision-making processes by featuring transportation related information themes each week.

The MPO also uses local television networks and newspapers to provide information and education about the role of the MPO and how the public can get involved in the planning process.

GPATS works with local groups, such as the Hispanic Alliance, to ensure individuals in the Limited English proficiency (LEP) community receive timely information. Staff also attends local events and continues to find nontraditional techniques to reach diverse communities.

The GPATS staff coordinates with the Greenville County Public Relations Department to comply with county policy and guidelines regarding all content proposed for social media distribution. GPATS information links:

- GPATS website (www.gpats.org)
- Facebook page (www.facebook.com/GPATSSC)
- Twitter page (www.twitter.com/GPATSSC)

Like many MPOs throughout the country, GPATS shifted to virtual meetings to continue operating during the pandemic. The GPATS Policy Committee and GPATS Study Team held regularly scheduled meetings and achieved necessary quorums to conduct business. Policy Committee meetings were advertised to the public and live streaming access was made available through the county website. In the future GPATS intends to conduct meetings using a hybrid approach that recognizes the benefits of both in-person and virtual options.

4.7.3 Findings

Commendation:

- The MPO is commended for their efforts to promote public awareness of the transportation process, products and engagement opportunities. The GPATS PPP outlines a comprehensive approach to providing notification and meaningful engagement opportunities to guide transportation investment strategies for the region. The review team commends GPATS for pivoting to a virtual approach in response to the national health crisis to effectively maintain a continuous, cooperative, and comprehensive transportation planning process.

Recommendation:

- 450.316 (a)(1)(x) requires a periodic review of the effectiveness of the procedures and strategies contained in the participation plan. The review team recommends that the yearly assessment of effectiveness based on defined metrics as indicated in the GPATS PPP is completed to provide routine feedback to gauge the performance of various

outreach strategies and insight for determining potential changes. The review team did not find that this step was formally being completed.

- The review team recommends that the PPP be updated to include process for using virtual meetings, as determined appropriate, in the future.

4.8 Civil Rights (Title VI, EJ, LEP, ADA)

4.8.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that Limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.8.2 Current Status

The GPATS Policy Committee adopted the Title VI program document titled *Title VI 2020 – Environmental Justice* March 2020. It is the MPOs practice to update the plan as new demographic data is available through the Census.

Staff provided a presentation on their Title VI efforts including mapping used by staff to evaluate GPATS projects in relation to low income and minority communities. Staff routinely

advises local jurisdictions of training and support available through the MPO, the state or federal partners.

At the time of the review there have not been any Title VI complaints filed regarding the MPO or the transportation planning process. Similarly, both transit providers also indicated that no complaints had been filed for the Americans with Disabilities Act (ADA) accessibility and para-transit operations.

4.8.3 Findings

- The review team finds that GPATS meets the requirements for Title VI and Environmental Justice.

4.9 Consultation and Coordination

4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(h) and in 23 CFR 450.324(g)(10) related to environmental mitigation.

In developing the MTP (LRTP) and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

4.9.2 Current Status

GPATS consults and coordinates with stakeholders in developing the TIP and LRTP. The PPP details specific outreach activities to transportation planning partners, providers and underserved populations. The MPO has historically distributed questionnaires and met with numerous local, state, and private stakeholders during updates to the LRTP.

GPATS coordinates with SCDOT to conduct safety data workshops and onsite safety field audits to enhance long range planning efforts as well as project development. GPATS will also be

serving on SCDOT's new Complete Streets Council with the goal providing better integration of all modes and user groups in transportation planning and project development processes.

GPATS partnered with the ANATS, SPATS, and Appalachian Council of Governments to develop the region's first freight mobility plan.

GPATS is a member of the Upstate Regional Travel Demand Model users group facilitated by the Appalachian Council of Governments to coordinate the development of growth assumptions that provide the basis for analyzing long-term transportation performance and identification of priority needs for the region.

4.9.3 Findings

- The review team finds that GPATS meets the requirements for Consultation and Coordination.

4.10 Freight Planning

4.10.1 Regulatory Basis

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

In addition, the FAST Act requires USDOT/FHWA to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the NHFN. This network is the focus of funding under the National Highway Freight Program (NHFP) and a significant funding target under the (FASTLANE) Grants Program.

4.10.2 Current Status

Freight is a major component to transportation planning in the GPATS area. Multimodal freight movement has seen significant growth due to large manufacturers locating in the region as well the overall importance of the Interstate 85 corridor to truck freight mobility. The Greer Inland Port opened in October 2013 and has experienced growth and expanded operations in support of rail movements to and from the Port of Charleston. The region's highway freight corridors include I-85, I-185, I-385, US-25, US-29, US-76, US-123, SC-8, SC-153, and SC-418.

Staff provided a presentation on the recently completed Upstate Regional Mobility Freight Plan. The plan is the first of its kind for the Upstate region and was initiated in 2019 with a focus on three outcomes: 1) assessment of conditions for air, truck, and rail freight, 2) enhanced understanding of the relationships between freight mobility and the region's economic growth; and 3) development of specific recommendations and action items with local ownership for implementation. The final plan offers project, policy, and programmatic recommendations and includes security and resiliency considerations, which the review team has highlighted under recommendations.

The freight plan's recommendations include further study of several key regional freight corridors to develop detailed project concepts, and as a result, future coordination and collaboration between MPOs and the ACOG will remain a planning priority.

4.10.3 Findings

Commendation:

The review team commends GPATS, the Upstate MPOs and ACOG on completing a first-time regional freight transportation study to better inform future transportation investment decisions from regional perspective. The GPATS MPO meets the requirements for Freight Planning.

4.17 Congestion Management Process / Management and Operations

4.17.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(g)(6) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.17.2 Current Status

The FAST Act requires TMAs to address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding. Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages by creating a process that:

- Develops and supports congestion management objectives;
- Establishes measures of multimodal transportation system performance;
- Collects data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- Identifies congestion management strategies;
- Implements activities, including identification of an implementation schedule and possible funding sources for each strategy; and
- Evaluates the effectiveness of implemented strategies.

Historically the GPATS CMP process has been consistent with FHWA's eight step process description. The GPATS congestion management network is inclusive of the National Highway System and additional corridors that support regional mobility.

The findings from the desk-audit of the CMP documentation highlighted an absence of an ongoing process for data collection, system monitoring, and assessment of the effectiveness. The GPATS CMP reflects measures defined under 6 categories with 17 metrics. Based on discussions with staff, it does not appear these measures have been tracked or reported, and to date, there has not been an example of assessment of effectiveness for implemented projects or strategies identified in the CMP.

4.9.3 Findings

Corrective Actions:

- Comply with 23 CFR 450.322 which requires the establishment of a coordinated program for data collection and implementation of an ongoing monitoring process for the CMP. The review team found that GPATS does not have a monitoring and evaluation process outside of the scheduled CMP updates. GPATS should coordinate

with SCDOT and engage their transportation partners to formalize a data collection and monitoring program.

Recommendations: NA

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the GPATS urbanized area MEETS Federal planning requirements.

5.1 Commendations

The following are noteworthy practices that the GPATS MPO is doing well in the transportation planning process:

- Provides quality work products, maintains effective working relationships, and demonstrates coordination with partners and stakeholders. Transportation planning documents and reports are consistently submitted in a timely manner to SCDOT, FHWA, and FTA. The GPATS staff demonstrates a willingness to engage and provide input with state and federal initiatives.
- Integrates performance management processes within the TIP and LRTP processes. The review team commends the MPO for adopting performance targets within the national timelines as required in 23 CFR 450.306(d)(3)
- Developed a performance narrative in the 2021-2026 Transportation Improvement Program. This meets regulatory requirements of 23 CFR 450.326(d) and provides a summary of current conditions for safety, system condition, and reliability and the anticipated impact of the program of projects towards achieving the adopted targets.
- Continued efforts to promote public awareness of the MPOs processes, products and engagement opportunities. The GPATS PPP outlines a comprehensive approach to providing notification and meaningful engagement opportunities to guide transportation investment strategies for the region. The review team commends GPATS for pivoting to a virtual approach in response to the national health crisis to effectively maintain a continuous, cooperative, and comprehensive transportation planning process.
- Collaborates with upstate MPOs and the Appalachian COG to advance regional planning with the recently completed Freight Mobility Plan, as well as travel demand modeling, and transit coordination.

5.2 Corrective Actions

The review team identifies the following corrective actions that the GPATS MPO must take to comply with Federal Regulations. The GPATS staff shall provide an action plan to demonstrate timelines and tasks for addressing corrective actions:

- Update the PL agreement between the GPATS MPO and SCDOT. The current agreement was executed on January 9, 2014. Per 23 CFR 450.314 SCDOT is required to have an agreement that includes the designated financial agent, the most recent legislation, clauses, regulations (including applicable references to 2 CFR Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards)) and clarified roles and performance requirements. In addition, the MOU for performance management as cited in 23 CFR 450.314(h)(1) should be included with the PL agreement. TARGETED COMPLETION: Spring 2022
- Comply with 23 CFR 450.322 which requires the establishment of a coordinated program for data collection and implementation of an ongoing monitoring process for the CMP. The review team found that GPATS does not have a monitoring and evaluation process outside of the scheduled CMP updates. GPATS should coordinate with SCDOT and engage their transportation partners to formalize a data collection and monitoring program. TARGETED COMPLETION: Fall 2022

5.3 Recommendations

The following are recommendations that would improve the transportation planning process:

- Finalize MOU for regional transportation coordination with the Upstate MPOs and Appalachian Council of Governments by defining planning roles, responsibilities, and collaborative opportunities. TARGETED COMPLETION: Fall 2022
- Expand 4th Quarter PL reporting to encompass the status of the quarter as well as a year-end status of activities, accomplishments and products in comparison to deliverables described in the UPWP. TARGETED COMPLETION: Summer 2022
- Document the 10 national planning factors in the MPO's transportation planning process by including resiliency, travel and tourism, and security. The degree of consideration for each planning factor should be based on the scale and complexity unique to each planning area. TARGETED COMPLETION: Fall 2022
- Advance the practice of performance based planning in future LRTP updates by linking goals, performance measures, and targets to project selection. This can include

additional considerations for integrating the congestion management process, the LRTP and the TIP. TARGETED COMPLETION: Fall 2022

- Provide SCDOT, FHWA, and FTA quarterly updates on the progress of updating the LRTP. A lapse of the current LRTP would potentially impact the ability to amend/modify the TIP. The updated LRTP is due November 2022. TARGETED COMPLETION: First status report Fall 2021
- Coordinate with SCDOT to facilitate transit provider access to previous STIPs to support authorization requests to FTA. Clemson Area Transit and GTA indicated challenges associated with authorizing transit grants based on year of award shown in previously approved STIPs. TARGETED COMPLETION: Spring 2022
- Add documentation to the TIP to reflect methodology used for estimating Year of Expenditure (YOE) project estimates. TARGETED COMPLETION: Fall 2021
- Coordinate with SCDOT to transfer Federal-Aid Funds to FTA that have been identified in the TIP for transit capital projects. TARGETED COMPLETION: TBD
- Reevaluate the current Transportation Alternatives Program (TAP) process to consider efficiencies to improve project delivery including a bi-annual call for projects to better align with project development and reporting cycles. TARGETED COMPLETION: Fall 2021
- Complete the yearly assessment of effectiveness based on define metrics in the PPP. TARGETED COMPLETION: Spring 2022
- Update the PPP to include a process description for using virtual public meetings to conduct MPO business. TARGETED COMPLETION: Summer 2022

5.3 Training/Technical Assistance

The following training and technical assistance is recommended to assist the MPO with improvements to the transportation planning process:

- Implementation of Congestion Management processes to monitor and evaluate the performance of the multimodal transportation system
- Implementation of transportation performance management
- MPO considerations in response to the 2020 Census

APPENDIX A - PARTICIPANTS

The following individuals were involved in the GPATS urbanized area on-site review:

- Pam Foster, Civil Rights Coordinator, FHWA South Carolina Division
- Yolanda Morris, Transportation Planner, FHWA South Carolina Division
- Carolyn Fisher, Safety Engineer, FHWA South Carolina Division
- Niyah Hopkins, Transportation Specialist, FHWA South Carolina Division
- Jessica Hekter, Planning, Air Quality, & Right of Way Programs Manager
FHWA South Carolina Division
- Nicole Spivey Finley, Community Planner, FTA Region IV
- Mark Pleasant, Community Planner, FHWA South Carolina Division
- Keith Brockington, Executive Director/ Transportation Planning Manager, GPATS
MPO
- Asangwua Ikein, Transit Planner/Grants Manager, GPATS MPO
- Brennan Groel, Transportation Planner, GPATS MPO
- Denise Montgomery, GPATS Administrative Assistant
- Machael Peterson, Director of Planning, SCDOT
- Christina Lewis, Chief of Statewide Planning, SCDOT
- Johnny Mmanu-ike, Public Transit Manager, SCDOT
- Renee Miller-Cotton, Public Transit Planner, SCDOT
- Diane Lackey, Multimodal Planning Manager, SCDOT
- Angela Page Smith, Civil Rights
- Amy Blinson, TAP Coordinator, SCDOT
- Crystal McCutcheon, STIP Financial Manager, SCDOT
- Kayleigh Sullivan, Transit Planning Manager, Greenlink
- Heather Lollis, Budget and Grants Administrator, Clemson Area Transit
- James Keel, Transportation Director, Greenlink
- Visitors
 - Lisa Bollinger, SPATS MPO
 - Sherry Dull, SPATS MPO
 - Lance Estep, Appalachian COG

APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification conducted in 2017 and summarizes discussions of how they have been addressed.

Corrective Actions

No Corrections actions were identified

Recommendations

Recommendation 1: The review team recommends the MPO enhance their coordination effects with the SPATS and ANATS MPOs for regional planning effects such as bicycle and pedestrian priorities, freight planning and congestion management. GPATS should also consider coordinating with the City of Greenville and Greenville County to implement transportation security planning process and procedures for the MPO area.

- Status – GPATS, in collaboration with the ANATS and SPATS MPOs, and the Appalachian Councils of Government (ACOG) successfully completed the region’s first Freight Mobility Plan in 2021. The Appalachian Regional Travel Demand Model continues to be a valuable planning tool to support long-range transportation planning efforts across the Upstate region. In addition, an MOU was prepared with the goal of formalizing various roles and coordination opportunities (example of US 29 corridor planning) for the region’s transportation planning partners; however, the MOU has not been executed as of the date of the certification review. Lastly, to date, no progress has been made related to assessing potential consideration and integration of security planning within the GPATS process.

Recommendation 2: The review team recommends GPATS develop a policy document to oversee the special study process. This document should take care to address expectations and eligibility of PL funds; the primary activities of these funds to operate the MPO; the LPA process required of applicants; application cycles, scoring, and award processes; and, federal procurement guidelines. The review team recommends the MPO consider revising the process for special studies for the GPATS area to more readily align with the goals of GPATS. Deliverables for the special studies must be added in detail with milestones to the UPWP once the policy committee has endorsed the project(s).

- Status – The GPATS staff successfully completed formal application for local jurisdictions seeking PL funds for transportation planning purposes. The application defines eligibility details, MPO expectations that relate to supporting regional goals and objectives, and ranking procedures used to select priority projects. The Local Project Assistance (LPA) form is also included with the application to define specific procurement requires that local governments must follow to receive federal planning funds.

Recommendation 3: The review team recommends GPATS update and comply with the requirements of a CMP so that it is utilized in decision making and to transition the MPOs overall planning program to performance based planning.

- Status – The GPATS Long-Range Plan was adopted in 2017 and at that time efforts were made to address the performance based planning requirements of MAP-21/FAST Act to including a chapter on performance and defining initial safety targets. The Congestion Management Process (CMP) was also update in 2017 and was integrated with the LRTP. Since the LRTP adoption, GPATS has adopted subsequent annual safety targets, National Highway System (NHS) asset and congestion targets, and supporting performance reports to document progress.

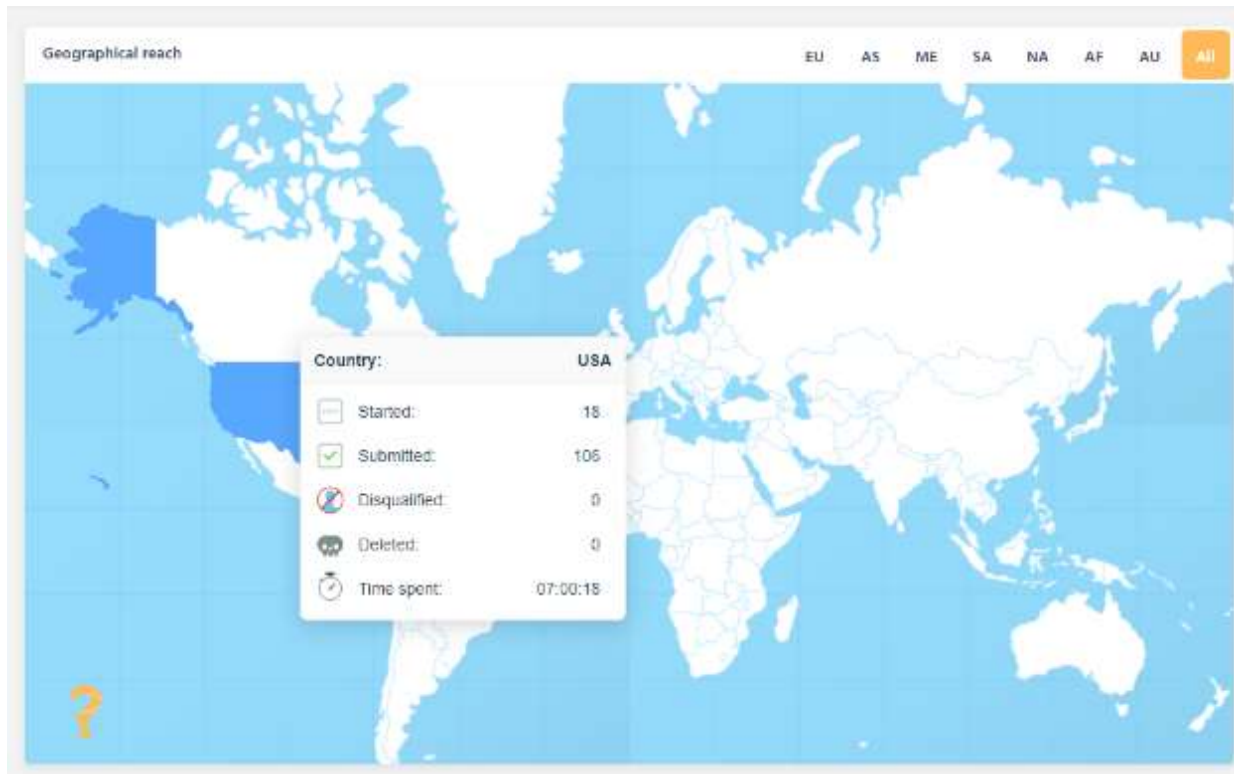
Recommendation 4: The review team recommends GPATS work with SPATS, ANATS and the ACOG to update the MOU to define coordination roles for regional planning activities. In addition, the bylaws should be updated to reflect the jurisdictions added because of the 2010 Census and legislation requirements to include a transit representative. The Bylaws should also include comprehensive guidelines for the Study Team to ensure the meeting details are clear.

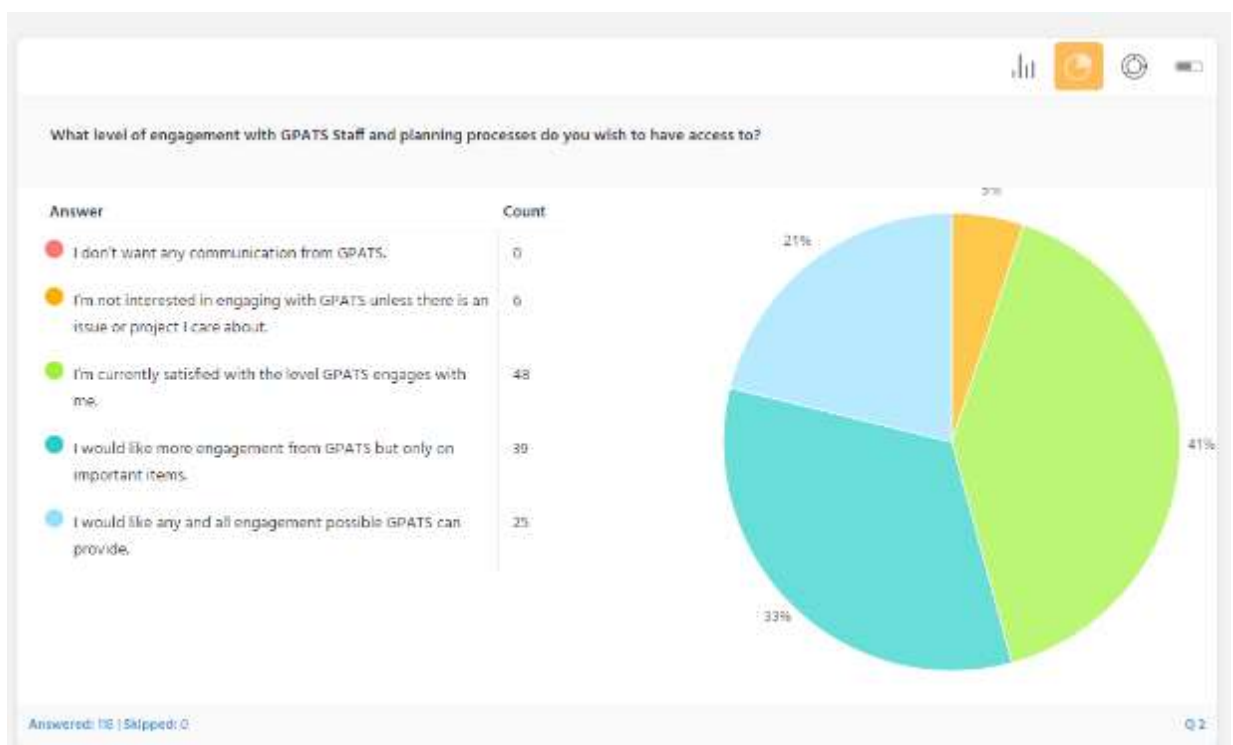
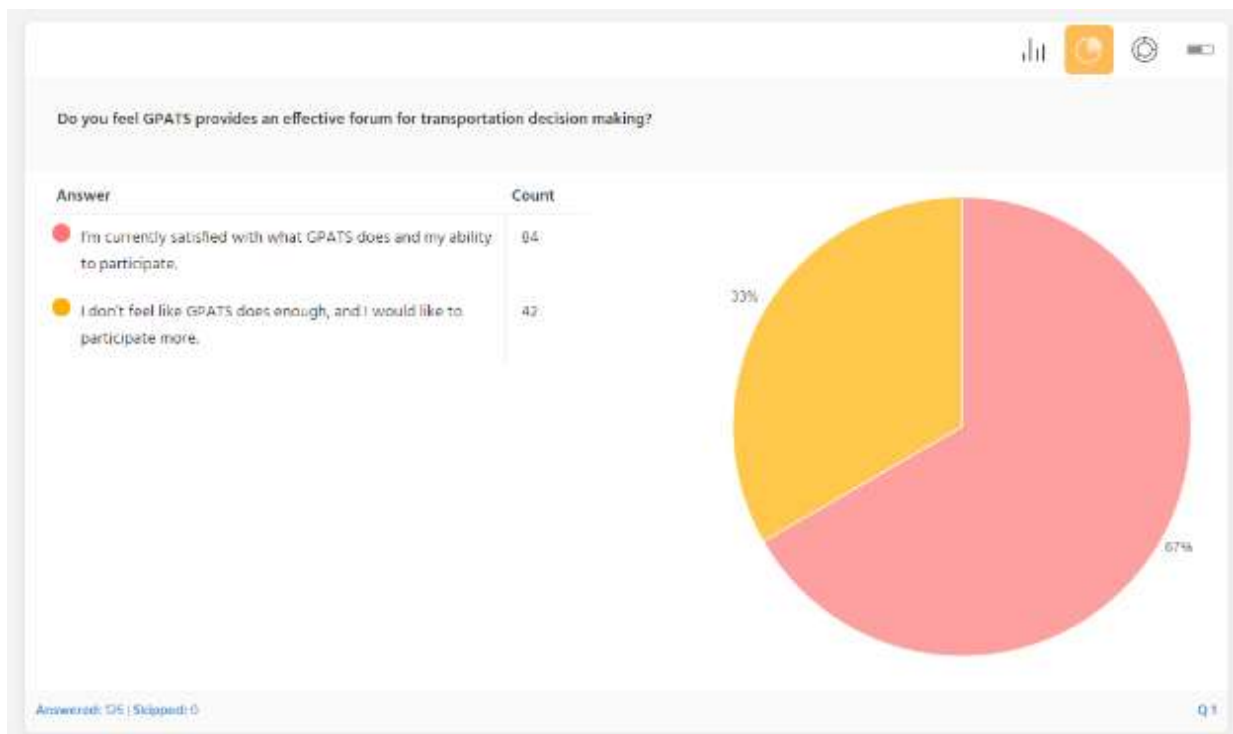
- Status – A draft regional MOU was prepared and shared with all Upstate transportation planning partners; however, it has not been formally executed. It is anticipated that the MOU will be finalized following potential MPO boundary adjustments resulting from the 2020 Census. The GPATS bylaws were updated in 2018 to reflect changes from the 2010 Census including the addition of representation from Anderson County Council. GPATS currently has 30 voting members of the policy committee.

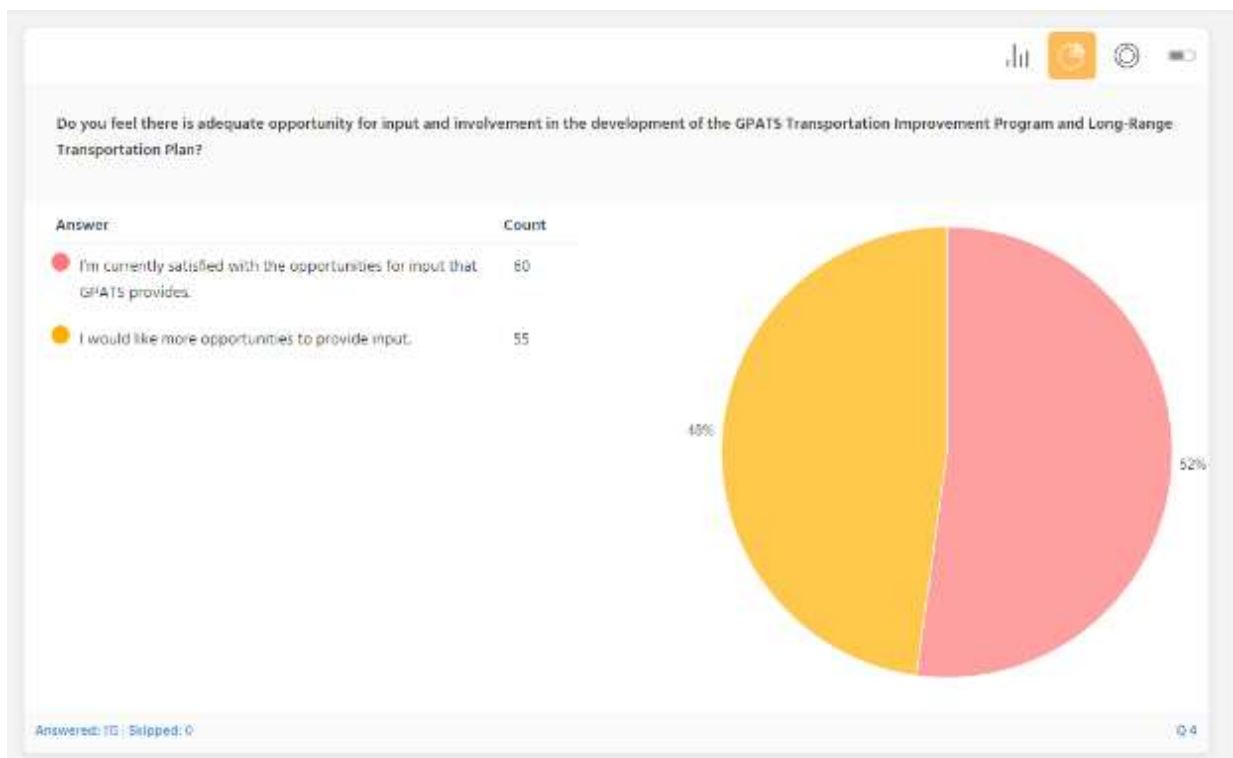
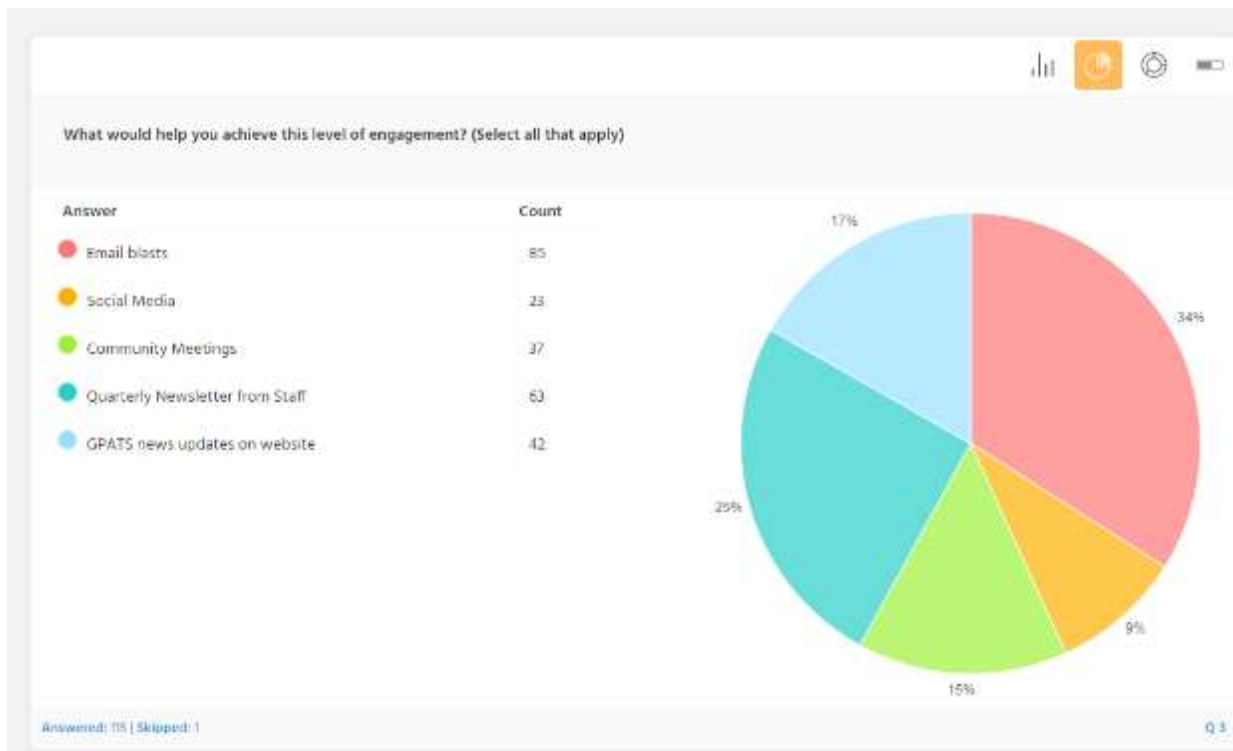
APPENDIX C – PUBLIC COMMENTS

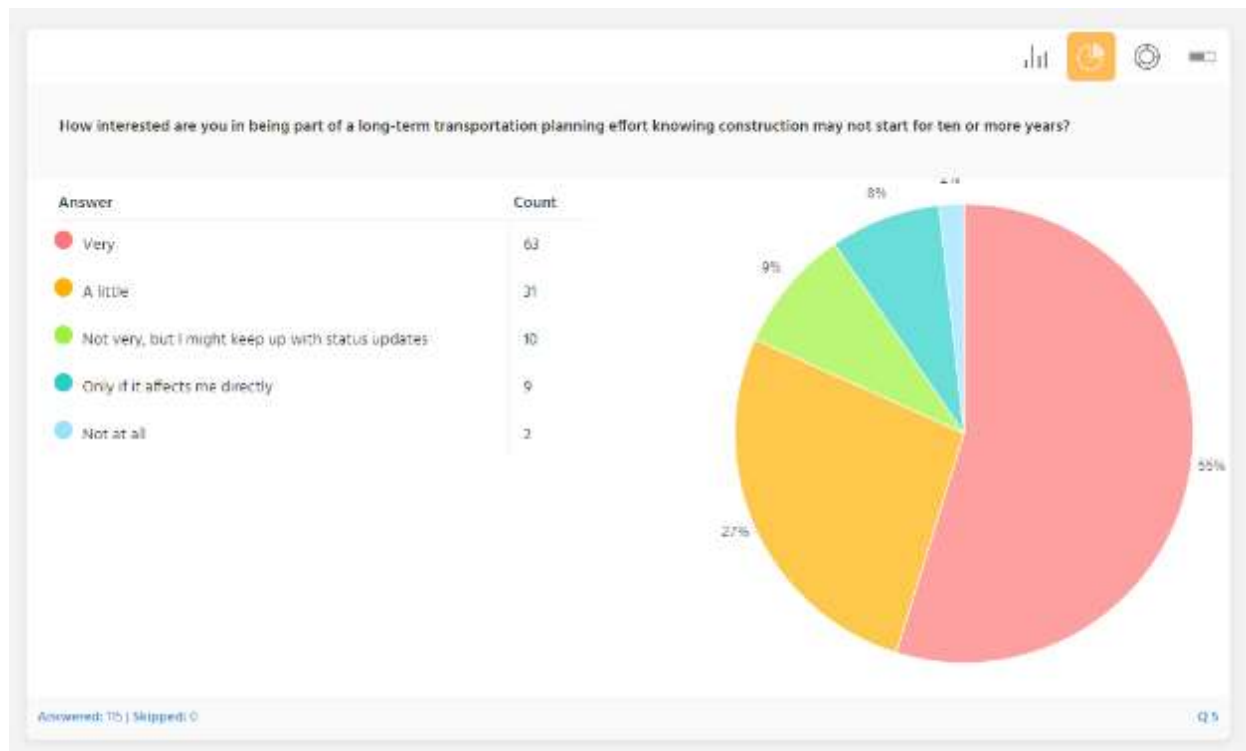
GPATS Public Engagement Survey, 2021, SurveyLegend.com

Run 10/20/2021 through 11/01/2021, tabular responses provided separately.









Are there GPATS Processes that should be highlighted as best practice and shared with other MPOs?

Answer choices	Count	Percentage
Continued live-stream of meetings.	1	4
This question is not clear.	1	4
not that I'm aware of	1	4
Bike / Ped transportation funding efforts	1	4
Unknown	2	9
Study Team meetings reviewing the agenda before Policy Committee	1	4
More minority, women and economically disadvantaged business involvement	1	4
What's an "MPO"?	1	4
Not at this time	1	4
n/a	1	4
I don't know what you are asking here. What is a MPO? I'm a resident of Greenville county and have an interest in seeing the area transportation ideas and plans.	1	4
Would not know that.	1	4
Define MPO first. If I am to make assumptions about it, here it is: I only hear from GPATS once every few months. Sometimes once a year, or less. A couple of years ago there was a flurry of activity where I received several emails in a month.	1	4
Not sure	1	4
professional development workshops and seminars - online or in person	1	4
Don't know	1	4
Road improvements associated with construction of new communities	1	4
GPATS 101 Training!	1	4
Very organized and deatiled on the information presented.	1	4
GPATS had community meetings in the counties and there was also email contact from Asangwa??? for a period of time, but then, all of a sudden, there was no more contact. These meetings were very informal, informative and productive. I would like to	1	4
None that I know of.	1	4

Do you have any additional comments you would like to provide as it relates to GPATS processes and how we might improve communication and engagement?

Answer choices	Count	Percentage
Alerting the public more directly (maybe via email) of public comment periods. Also, better explanation of what the GPATS "lingo" means for the average citizen.	1	3
No	4	12
none	1	3
Clear communication on repaving projects as early as possible so improvements could possibly be implemented	1	3
Most people I have discussed having given input have agreed that although you have taken our input, it's not really being used.	1	3
Annual or semi-annual community meetings in communities &/or presentations at local council or planning commission meetings.	1	3
GPATS has a very good team in processing the requirements and information.	1	3
Hosting Open Houses or Public Forums for general public	1	3
Continue to share information as needed. It is better to inform than have people guess.	1	3
Please eliminate unscientific barriers at meetings like masking and social distancing.	1	3
n/a	1	3
Generally do a pretty good job of informing interested parties but but it sometimes seem as like long periods go by without any info and then a blast of information comes out. Would be nice to get more regular updates.	1	3
NOTE: This answer could not be decoded properly. Try exporting your results.	1	3
Use all local media more often.	1	3
I very rarely hear from you. Increase communication.	1	3
NOTE: This answer could not be decoded properly. Try exporting your results.	1	3
GPATS held public m tags to gather input but I don't remember the results coming back to stakeholders	1	3
Don't know	1	3
Our community has a real need to safe ways to move about on foot or bicycle. Walking is unsafe in most areas in our county.	1	3

Focusing closer to the main complaint with residents that roads are overlooked when planning for new communities. Congestion is now most everywhere and at its greatest concern throughout each school year.	1	3
Even study team feels like all the decisions have already been made and discussion is fruitless.	1	3
Rex Rice for chairman!	1	3
As a member of Anderson Co planning Comm I would like to attend meetings. I am. I long on that list	1	3
Translate long term plans into plain speak.	1	3
Send out updates on what your main goals (be specific) are and what you have done	1	3
Of all the calls I have made and emails that I used to send to your office, no one has ever gotten back to me but Asangwa (SP). He is a skilled communicator and planner.	1	3
GPATS staff needs to engage municipalities more not just big city and county	1	3
More emails and more information on projects	1	3

APPENDIX D - LIST OF ACRONYMS

ACT 114: South Carolina General Assembly Act 114
ADA: Americans with Disabilities Act
AMPO: Association of Metropolitan Planning Organizations
ANATS: Anderson Area Transportation Study
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CTC: County Transportation Committee
DR: Designated Recipient
DOT: Department of Transportation
EJ: Environmental Justice
FAST Act: Fixing America's Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FTA 5310 funds: Federal Transit Administration's Section 5310 Capital Assistance Program
FY: Fiscal Year
HSIP: Highway Safety Improvement Program
ITS: Intelligent Transportation Systems
LEP: Limited English Proficiency
MAP-21: Moving Ahead for Progress in the 21st Century
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
PL: Metropolitan Planning Funds
SCDOT: South Carolina Department of Transportation
SHSP: Strategic Highway Safety Plan
SPATS: Spartanburg Area Transportation Study
STIP: State Transportation Improvement Program
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TPM: Transportation Performance Management
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation

APPENDIX E – Certification Review Presentations

GPATS 2021 TMA CERTIFICATION MEETING

August 24, 2021

Greenville County Square, Conference Rooms A&B

Greenville SC

2 Welcome and Introductions

Mark Pleasant - FHWA

3

MPO Overview

Keith Brockington - GPATS



MPO Overview

4

- **Greenville-Pickens Area Transportation Study (GPATS)**
 - ▣ Established 1964 (GRATS)
 - ▣ Expanded into Pickens (renamed GPATS) in 2004
- Contracted Agreement* with Greenville County, Department of Planning and Code Compliance to provide Staffing support
- www.gpats.org
- ▣ * Documents Provided to Review Team, can be pulled up as needed

GPATS Staff

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- Keith Brockington, AICP – Greenville County Transportation Planning Manager, GPATS Executive Director
- Asangwua Ikein, AICP – Transit Planner/Grants Manager
- Brennan Groel, AICP – Transportation Planner
- Denise Montgomery - Administrative Assistant

GPATS Structure: Policy Committee

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GREENVILLE COUNTY LEGISLATIVE DELEGATION

- Karl B. Allen, Senator, District 7
- Mike Burns, Representative, District 17
- Dwight A. Loftis, Senator, District 6
- Garry Smith, Representative, District 27
- Ross Turner, Senator, District 8

PICKENS COUNTY LEGISLATIVE DELEGATION

- Neal Collins, Representative, District 5
- Rex Rice, Senator, District 2, Vice Chairman

ANDERSON COUNTY LEGISLATIVE DELEGATION

- Richard Cash, Senator, District 3

ANDERSON COUNTY COUNCIL

- Jimmy Davis

GREENVILLE COUNTY COUNCIL

- Butch Kirven, Chairman
- Willis Meadows
- Xanthene Norris
- Liz Seman
- Dan Tripp

PICKENS COUNTY COUNCIL

- Alex Saitta
- Henry Wilson

SCDOT COMMISSIONERS

- Pamela Christopher, District 3
- Woody Willard, District 4

GREENVILLE TRANSIT AUTHORITY

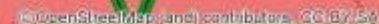
- Dick O'Neill, Chair, Greenville Transit Authority Board of Directors

MUNICIPAL MAYORS

- Brandy Amidon, City of Travelers Rest
- Rick Danner, City of Greer
- Robert Halfacre, City of Clemson
- G.P. McLeer, City of Fountain Inn
- Terry Merritt, City of Mauldin
- Fletcher Perry, City of Pickens
- Brian Petersen, City of Liberty
- Blake Sanders, City of West Pelzer
- Paul Shewmaker, City of Simpsonville
- Knox White, City of Greenville
- Butch Womack, City of Easley

NON-VOTING MEMBERS

- Steve Bichel, Chair, Greenville County Planning Commission
- Keith Brockington, Manager of Transportation Planning, GPATS/Greenville County Planning Department
- Bill Cato, Chair, Pickens County Planning Commission
- David Cothran, Chair, Anderson County Planning Commission
- Duane Greene, Chair, Pickens County Transportation Committee
- Ruth Sherlock, Chair, Greenville County Transportation Committee
- Ronald P. Townsend, Chair, Anderson County Transportation Committee



Source: GPATS 03/02/2021

GPATS Structure: Study Team

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GPATS STAFF

- Keith Brockington, AICP, Planning
- Brennan Groel, AICP, Planning
- Asangwua Ikein, AICP, Planning
- Denise Montgomery, Administrative Assistant

GREENVILLE COUNTY

- Tee Coker, Planning Director
- Heshia Gamble, PE, Public Works
- Paula Gucker, Public Works and County Administration
- Ty Houck, Director of Greenways, Greenville County Rec
- Rashida Jeffers-Campbell, Subdivision Administrator
- Judy Wortkoetter, Land Development
- Kurt Walters, PE, Public Works

CITY OF GREENVILLE

- Jonathan Graham, Planning
- Valerie Holmes, PE, Traffic Engineering
- Clint Link, PE, Engineering
- Edward Kinney, Landscape Architecture

GREENVILLE COUNTY SCHOOL DISTRICT

- Skip Limbaker, Planning
- Greg Stanfield, Director of Planning and Demographics

GREENLINK

- James Keel, Director
- Nicole McAden, Marketing & Program Specialist
- Kayleigh Sullivan, Transit Planning

CITY OF GREER

- Steve Grant, PE, Engineering
- Ashley Kaade, Planning
- Brandon McMahan, Planning

CITY OF MAULDIN

- David Dyrhaug, Planning
- Brandon Madden, City Administrator

CITY OF SIMPSONVILLE

- Dianna Gracely, City Administrator
- Jason Knudsen, Planning

CITY OF FOUNTAIN INN

- Shawn Bell, City Administrator
- Gregory Gordos, Planning

CITY OF CLEMSON

- Todd Steadman, Planning
- Christopher Shivar, Engineering

PICKENS COUNTY

- Chris Brink, Planning Director
- Rodney Robinson, County Engineer

LAURENS COUNTY

- Dale Satterfield, Director of Public Works

CITY OF EASLEY

- Dennis Harmon, (Interim) City Administrator

CITY OF LIBERTY

- Michael Calvert, City Administrator
- Brian Petersen, Mayor

CITY OF PENDLETON

- Tony Cirelli, Planning

CITY OF PICKENS

- Philip Trotter, City Administrator

CITY OF TRAVELERS REST

- Eric Vison, City Administrator
- Brennan Williams, Planning Director

CITY OF WEST PELZER

- Blake Sanders, Mayor

CLEMSON AREA TRANSIT

- Sammy Grant, CEO/General Manager
- Heather Lollis, Budget & Grants Manager
- Laura Smith, Operations Manager

CLEMSON UNIVERSITY

- Peter Knudsen, Campus Planning
- Katerina Moreland, Campus Transportation Planning

ANDERSON COUNTY

- Jon Caime, Special Projects
- Tim Cartee, Planning

- Matt Hogan, Engineering

- Lisa Mann, Planning

- Dyke Spencer, Executive Director, Powdersville Water District

APPALACHIAN COUNCIL OF GOVERNMENTS

- Chip Bentley, AICP, Planning Director
- Lance Estep, Transportation Planner
- Steve Pelissier, Executive Director

SCDOT

- Christie Hall, Secretary of Transportation
- Julie Barker, Regional Program Manager
- Doug Frate, Statewide Planning
- Brian Fulmer, Planning
- Erica Hailey, Preconstruction
- Diane Lackey, Intermodal & Freight Programs
- Christina Lewis, Statewide Planning
- Casey Lucas, Preconstruction
- Betsy McCall, Planning
- Renee Miller-Cotton, Regional Program Manager
- Johnny Mmanu-ike, Multi-Modal Planning
- Craig Nelson, Engineering
- Machael Peterson, Statewide Planning Chief
- Erin Porter, Planning
- Ryan Ward, Preconstruction
- Brandon Wilson, Engineering

USDOT

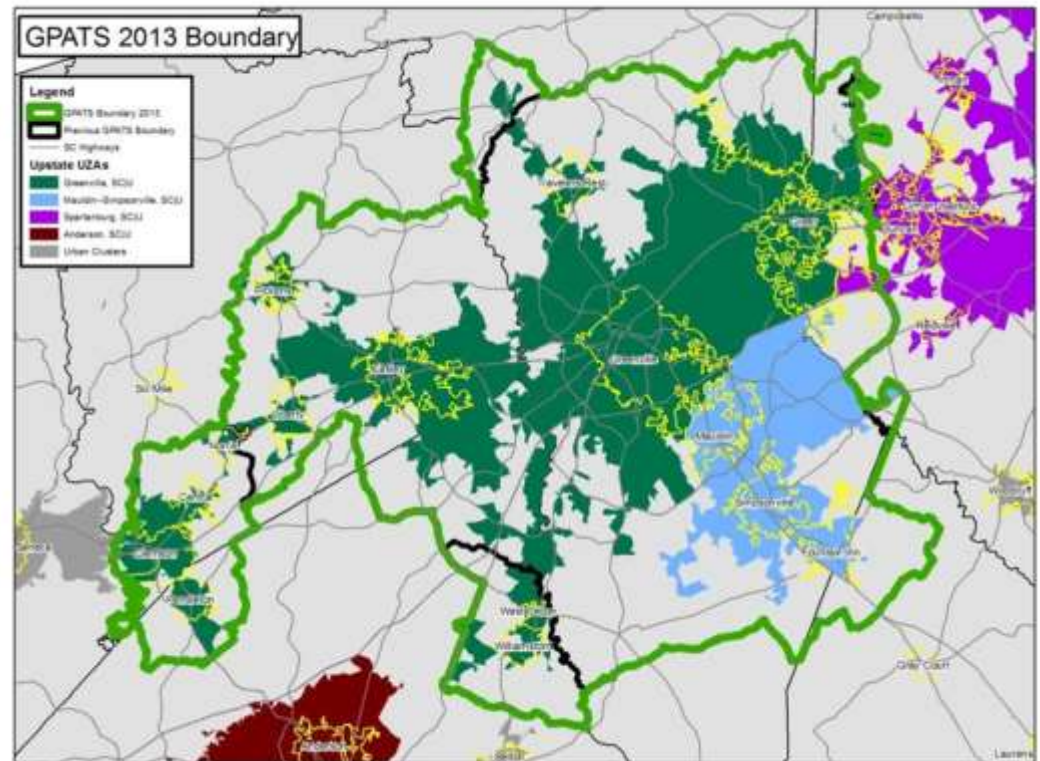
FEDERAL HIGHWAY ADMINISTRATION

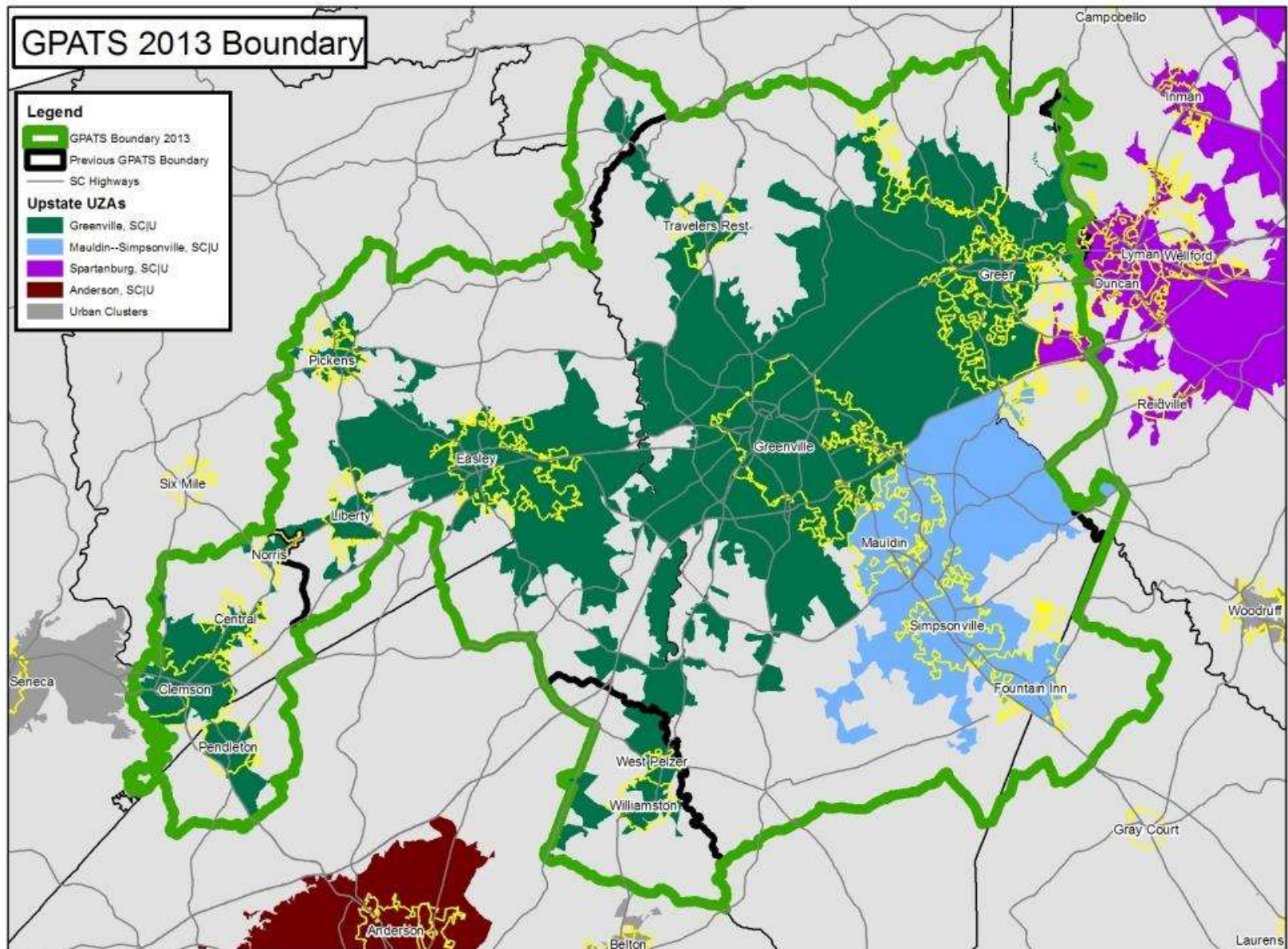
- Jessica Hekter, Planning
- Yolanda Morris, Planning
- Mark Pleasant, Planning

GPATS Boundaries

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- 905 Square Miles
- Two UZAs: Greenville and Mauldin-Simpsonville
- Five Counties: Greenville, Pickens, Anderson, Spartanburg, Laurens
- 16 Municipalities: Greenville, Greer, Mauldin, Simpsonville, Fountain Inn, Travelers Rest, Easley, Liberty, Pickens, Clemson, Central, Norris, Pendleton, Williamston, Pelzer, and West Pelzer
- Adjacent to SPATS(Spartanburg) and ANATS(Anderson) MPOs
- Surrounded by Appalachian and Upper Savannah COGs
- Last expanded in 2013, from 2010 Census (from black lines).





GPATS Demographics

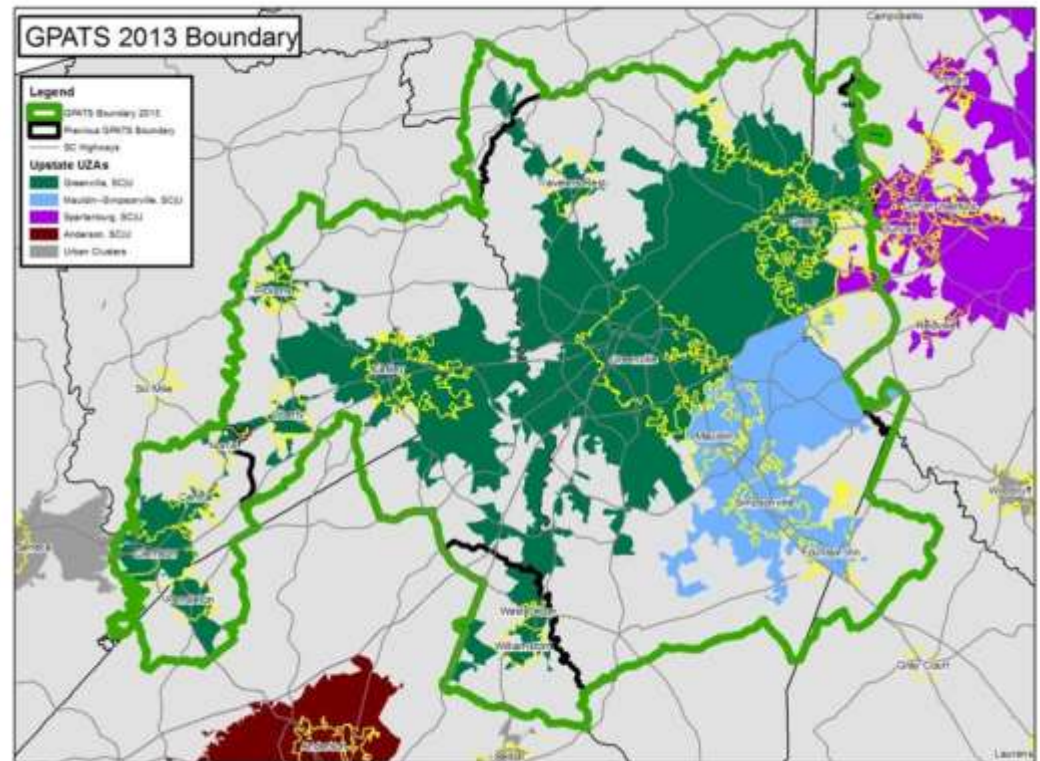
11

□ Population Statistics (2021 Estimate, ESRI Business Analyst)

- 708,548 population
- 275,784 households
- 17.4% Below Poverty Level
- 74.9% White
- 15.6% Black
- 2.5% Asian
- 7.0% Other
- 8.8% Hispanic Ethnicity

□ Employment Statistics (2017 Estimate, ESRI Business Analyst)

- 23,039 Businesses
- 317,598 Employed
- 84.9% Drove Alone
- 8.4% Carpool
- 0.4% Public Transit
- 2.8% Other Means
- 3.4% Work from Home



Status of 2017 Review Findings

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- Corrective Actions:
 - None
- Recommendations
 - Enhance Coordination with SPATS and ANATS MPOs for Regional Planning Efforts, and with City of Greenville/Greenville County for Transportation Security Planning Processes and Procedures
 - Project Coordination work when feasible. Gap Creek Road, US-29
 - ACOG Freight Plan
 - Appalachian Regional Model
 - No progress on Transportation Security Planning to date
 - Develop Policy Document to oversee the Special Study process
 - Special Study Application* and LPA form* developed to set Process, Eligibility, and Expectations of applicants.
 - Update and comply with requirements of a CMP* for decision making, and transition into Performance-Based Planning
 - LRTP* completed in 2017 contains a full CMP, integrated into project ranking and selection.
 - TPM* integration is on-going, to be fully implemented with 2022 LRTP Update.
 - Update regional MOU, and GPATS By-laws
 - Regional MOU has not yet been updated.
 - GPATS By-laws* updated in Sept 2018 to fully account for 2010 Census and to add Anderson County Council voting seat, as well as specify Study Team procedures.

Best Practices

13

- Inter-Agency Coordination, Regional Participation
 - ▣ Excellent relationship with SCDOT HQ and Districts
 - ▣ Ten at the Top and Upstate Mobility Alliance
 - ▣ TAP and Special Studies funding for jurisdictional support
- LRTP Public Engagement
 - ▣ Data validating Public Engagement, not the other way around
 - ▣ Resulted in Unanimous LRTP* Adoption with dedicated Bike/Ped/Transit funding for Guideshare, implementation pending
- Policy Committee and Study Team coordination

Lessons Learned

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- Intergovernmental Coordination is key early on
 - ▣ Census Expansion Efforts
- Be proactive in transportation innovation
 - ▣ High-Speed Rail, Smart Cities, Automated Transportation
- Promote the will of the public
 - ▣ LRTP Results giving us feedback on what we should have been doing

Future Needs

15

- Funding
 - ▣ SC Gas Tax did not help MPOs/COGs. Guideshare is projected flat for future
- Project Timelines
 - ▣ 8-10 years for top-ranked projects. Planning-to-Delivery needs to speed up
- Increased Coordination between Federal, State, MPO levels
 - ▣ “Right-Sizing,” eSTIP and eTIPs, Standardized Formats, etc.
- 2020 Census GPATS Expansion Questions
 - ▣ Guidance from Feds is KEY on what is desired.

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Title VI/EJ Plan/ADA

Asangwua Ikein - GPATS

Title VI/EJ/ADA

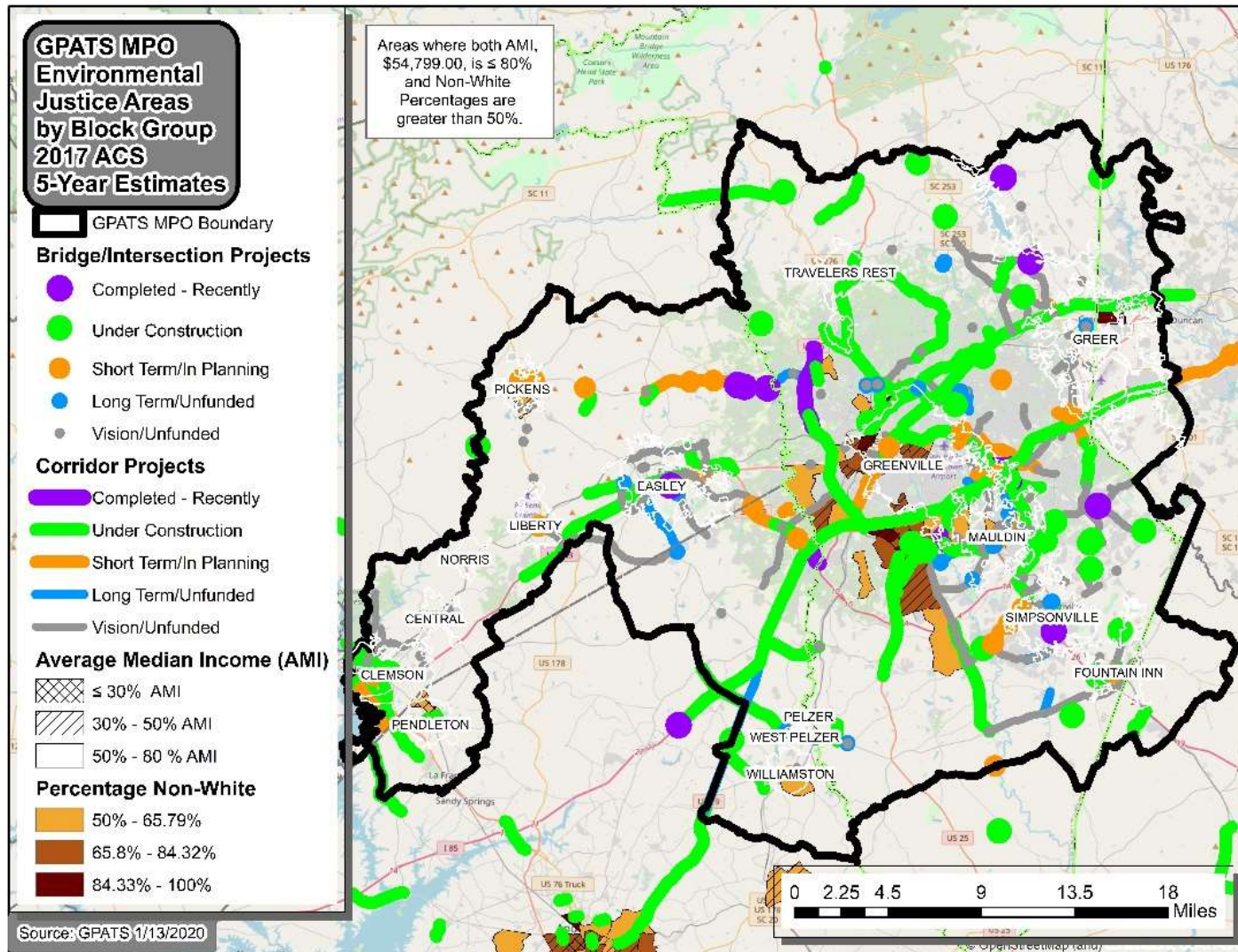
17

□ Review

- The last Title VI plan* was completed in 2020.
- The next Title VI Plan will be updated after the release of the 2020 census data.
- Every quarter, GPATS inquires to region staff about Title VI complaints.
 - As of now, there are no Title VI complaints.

Title VI/EJ/ADA

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Title VI/EJ/ADA

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- American with Disabilities Act
 - ▣ GPATS runs no transit services nor manages infrastructure.
 - ▣ CATbus and GTA have their own ADA plans.
 - ▣ Both agencies work to identify non-compliant ADA bus stops and are working to bring them up to code as quickly as resources allow.

Title VI/EJ/ADA

20

- Training and Technical Assistance
 - GPATS continues to update its Title VI Plan with the latest information and offers assistance to any jurisdiction that has Title VI complaints.
 - When training is available, usually from the state or the feds, GPATS share with local jurisdiction.

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Break

MPO Planning Products

Keith Brockington – GPATS

Brennan Groel - GPATS

MPO Planning Products

23

- Transportation Improvement Plan (TIP)*
 - Current 2021-2026 TIP was adopted in May 2020
 - Amendment AC#5 approved by GPATS Policy Committee on August 16, 2021
 - Correction AC#5A&B sent to SCDOT that same afternoon
 - Updated every two years
 - Schedule is compatible with the STIP Development
 - Issues with Transit prior years persist (not being shown in current STIP)
 - CAT and GTA's funding is allocated based on a formula considering ridership and mileage numbers

MPO Planning Products

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- Unified Planning Work Program (UPWP)*
 - GPATS uses the July 1st to June 30th fiscal year, which coincides with Greenville County's fiscal year
 - The 20% non-federal share of the UPWP is shared between Greenville County and Pickens County.
 - Greenville County – 15%
 - Pickens County – 5%
 - The local share split may need to be revisited as the MPO continues to grow
 - PL Fund Carryover is made available to GPATS jurisdictions for GPATS Special Studies* to focus on specific planning efforts
 - Under-studied roadways
 - Bike/Ped/Transit
 - Advanced/Alternative Technologies

MPO Planning Products

25

- Long Range Transportation Plan (LRTP)*
 - The current Long-Range Transportation Plan, Horizon2040, was adopted in November 2017 and finalized in July 2018.
 - It has been amended as needed, especially for Transportation Performance Measure and Target updates
 - Updated every 5 years
 - Major update every ten with a smaller revision at the half-way point
 - GPATS will be beginning the next update this year
 - The new horizon year will be 2045
 - Pending ARM Update by ACOG

MPO Planning Products

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- Congestion Management Plan (CMP)*
 - The current CMP was updated in 2017 with the LRTP
 - Integrated fully into the LRTP
 - Projects placed into the TIP from the LRTP are consistent with the CMP
 - The CMP addresses multi-modal and freight needs
 - CMP will be fully-updated for TPMs with next LRTP Update

MPO Planning Products

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- Transportation Performance Management
 - GPATS has historically adopted the State's targets for all performance measures
 - GPATS is considering setting its own targets
 - Specifically safety and freight
 - The targets can be found in both the TIP Document* and LRTP*
 - Targets are updated as quickly as GPATS Study Team and Policy Committee cycles allow

Safety Targets

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1005.8	1.821	2966.6	5.378	413.4
SC Targets	1005	1.76	2950	5.35	440
GPATS Baseline	98.6	1.66	335.4	5.638	51.2

Transit Safety Targets

Transit Provider	Transit Mode	Fatality Total	Fatality Rate**	Severe Injury Total	Severe Injury Rate**	Safety Event Total	Safety Event Rate	System Reliability* **
CATbus	Fixed Route	0	0.00	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	14	1.5	23	2.40	15,841
	Demand Response/ Paratransit	0	0.00	0	0.46	1	0.91	55,013

* Rates are based on the unit per 100 million vehicle miles traveled

** Rated are based on the unit per 100 thousand vehicle revenue miles

*** Reliability is determined based on vehicle revenue miles / failures

Greenlink TAM Targets

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Asset Category	Class	Measure	2020 Target
Rolling Stock	Bus	% of revenue vehicles that have met or exceeded their ULB	20%
	Trolley Bus	% of revenue vehicles that have met or exceeded their ULB	0%
	Cutaway bus	% of revenue vehicles that have met or exceeded their ULB	75%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	65%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of asset class that has met or exceeded their ULB	0%
	Car	% of asset class that has met or exceeded their ULB	0%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	0%

CATbus TAM Targets

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Asset Category	Class	Measure	2020 Target
Rolling Stock	Articulated Bus	% of revenue vehicles that have met or exceeded their ULB	0%
	Bus	% of revenue vehicles that have met or exceeded their ULB	20%
Equipment	Trucks and Other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	0%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	0%

Infrastructure Condition

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Infrastructure Condition Baseline & Targets			
	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SC Baseline	61.4% Good 1.7% Poor	10% Good 2.6% Poor	41.6% Good 4.2% Poor
SC 2-Year Targets	N/A	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 4-Year Targets	71% Good 3% Poor	21.1% Good 4.6% Poor	42.7% Good 6% Poor
GPATS Baseline	68.67% Good 0.36% Poor	2.98% Good 28.75% Poor	95.9% Good 4.1% Poor

Numbers represent the % of infrastructure element in good or poor condition

System & Freight Reliability

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System & Freight Reliability Baseline & Targets			
	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability (TTTR)
SC Baseline	94.8%	89.8%	1.34
SC 2-Year Targets	91%	N/A	1.36
SC 4-Year Targets	90%	81%	1.45
GPATS Baseline	89%	92%	1.58

Travel Time Reliability numbers represent the % of person-miles traveled that are reliable.

TTTR is determined by where truck travel reliability falls on the TTTR Index.

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Transportation Alternatives Program

Brennan Groel - GPATS

Transportation Alternatives (TA) Program

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□ Overview

- Operating on 2019 TA Program Document* (Updated from 2014), accepted by SCDOT
- GPATS is working to clear its negative balance from lapsed funding and past underestimated project costs
 - GPATS has used funding allocations from FY 2020 and 2021 to ensure projects receive their awarded funding
 - We may have some remaining funds from FY 2021, but are waiting on two projects to close out
 - GPATS plans to issue a new call for projects soon utilizing FY 2022 funds

GPATS Status of TA Projects 2021:

Applicant	Project Name	Status	Federal Funds Awarded	Federal Funds Obligated	Unobligated Balance
Anderson County School District 1	Ragsdale Road Sidewalk Improvements	Complete	\$520,000	\$508,660	\$11,339.80
City of Easley	Brushy Creek Greenway Phase 1	Active	\$534,000	\$339,652.23	\$194,347.77
Greenville County	Poinsett Corridor	Complete	\$1,245,000	\$1,245,000	\$0
City of Fountain Inn	Woodside Streetscape Project (Transportation Enhancement Project)	Active	\$180,000	\$109,243.56	\$70,756.44
Anderson County School District 4	Riverside Middle School Pedestrian Improvements	Active	\$250,000	\$68,000	\$182,000
Town of Williamston	Minor Street Sidewalks	Complete	\$200,000	\$168,907.97	\$0
City of Greenville	Woodruff Road Sidewalks	Complete	\$360,976	\$360,976	\$0
City of Fountain Inn	Woodside Park Connector	Active	\$351,480	\$209,680	\$141,800
City of Greenville	Haywood Road Sidewalks	Active	\$400,000	\$278,925.60	\$121,074.4
Town of Central	Southern Wesleyan University to Downtown Central Bike/Pedestrian Connector	Active	\$643,000	\$0	\$643,000
<u>Totals</u>			\$4,684,456.00	\$3,289,045.56	\$1,364,318.41

Available TA Balance (including FY 2021):

\$1,322,158.87

Unobligated Balance:

— \$1,364,318.41

Amount still needed:

-\$42,159.54

Transportation Alternatives (TA) Program

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- Alternative balances:
 - If the Haywood Road Sidewalks construction estimate sticks, the remaining balance will be: \$78,914.86
 - If TE funds are available at the time of Woodside Streetscape's construction phase, the remaining balance will be: \$149,671.30

Transportation Alternatives (TA) Program

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□ LPA Process

- GPATS is currently not staffed in a way to be able to conduct the LPA process in-house
- Local jurisdictions may apply for LPA if able, but most jurisdictions allow SCDOT to manage projects instead

Transportation Alternatives (TA) Program

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□ Discussion Points

▣ Communication of TA Balances

▣ TA Funding Sources

■ TE Funds

- Available funds seem to ebb and flow

■ TMA TA Funds vs. TA Funds for < 200,000 persons

- GPATS has been told the Mauldin-Simpsonville Urbanized Area cannot apply for the below 200,000 persons funds, but funds from this pot are still applied sporadically
 - How can GPATS plan for this?

▣ How will TA Program change with new Highway Bill?

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Break for Lunch

Return for 12:30pm

Public Comment Session

12:30pm-1:30pm

Mark Pleasant - FHWA

Nicole Spivey - FTA

Welcome to the Transportation Planning Workshop

for the
**Greenville Pickens Area Transportation
Study (GPATS)**



We're Glad You're Here!

- **Here's what we hope to accomplish tonight:**
 - Help you understand where transportation projects come from.
 - Get your input on the Transportation Planning process in the GPATS area.
 - Get your ideas for opportunities to improve the process and highlight good practices

Why Are **We** Here?

- Every **4 years** FTA and FHWA jointly review the metropolitan transportation **planning process** for **those areas with over 200,000 population**
- The review includes seeking public input

Why Are **You** Here?

- To give your **opinions** of the metropolitan area's transportation planning process



What is the Outcome of the Review?

- Report is issued within approximately 60 days, summarizing the discussions during the review

Process is:

- Certified,
- Certified subject to corrective actions
- Not Certified – Federal Funding maybe in jeopardy

The Long Range Transportation Plan

- Identifies the area's transportation needs for the future
- Prioritizes those needs
- Based on a 20-year horizon
- Identifies funding sources



Short Range Transportation Improvement Plan (TIP)

- Identifies transportation priorities for the next 6 years.
- The TIP must be financially constrained.
- A project has to be in the TIP to be advanced.



Greenlee-Palmer Area Transportation Study

Prepared by GPATS Staff
Revised by NAPA Consultants May 15, 2020

The preparation of this report was funded in part by the Georgia Department of Transportation, Atlanta-Fulton County Stadium Authority, and the Georgia Department of Transportation, Atlanta-Fulton County Stadium Authority. The report was prepared by NAPA Consultants, Inc. and the Georgia Department of Transportation, Atlanta-Fulton County Stadium Authority.

We Need Your Input!!

- What do you think about GPATS as a forum for transportation decision making?
- Are there ways to improve the current GPATS processes?
- Do you feel that the community's voice is being heard during the planning process?



What Will Happen To Your Comments?

- Comments received will be summarized in a report.
- Comments can be provided:
 - At this meeting
 - By mail (**within next 30 days**)
 - Via email – mark.pleasant@dot.gov

Thanks for Coming This Evening! We appreciate your time and input!



Contact Info:

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Federal Transit Administration – Region IV
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Atlanta, GA 30303-1512

404-865-5609

Nicole.spivey3@dot.gov

Transit

Kayleigh Sullivan – Greenlink

Heather Lollis – CATbus

Asangwua Ikein - GPATS

Transit

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- Local Presentation on Service.
 - ▣ CATbus and GTA will make presentations about their respective services.

CATbus

GPATS QUADRENNIAL CERTIFICATION PRESENTATION

Concerns

- ▶ Due to the distance between GPATS offices and CATbus, CATbus occasionally feel left out of important transit conversations.
- ▶ The distance also causes issues for CATbus staff. It takes roughly 45 minutes to get to GPATS office.
- ▶ Most transit meetings take place in Greenville making it difficult for CATbus to be present for all.

Future Plans

- ▶ CATbus would like to begin a plan to created connectivity between the other transit systems in the Upstate.
- ▶ CATbus connects to Anderson's Electric City Transit.
- ▶ Currently, the only connectivity CATbus has with GTA is through the Clemson University Nursing Route. This route is not consistent and changes often due to requests from CU.
- ▶ CATbus is proposing to the City of Clemson a new City route that would service more off campus housing and communities.
- ▶ CATbus is also in discussions with Oconee County on expanding their service area to reach more areas such as Walhalla.
- ▶ Aditonal bus shelter plan is in the works.
- ▶ Update CATbus bus stop signs

CATbus Achievements

- ▶ Completed and Updated Safety Management System Plan.
- ▶ Survived Covid restraints

Passenger Stations

- ▶ CATbus installed 3 new ADA Bus Shelters within the City of Clemson.
- ▶ Sidewalks were engineered and constructed to met ADA requirements.

Bus Shelter: Calhoun across from Orchard West



Bus Shelter: Hwy 93



Bus Shelter: CATbus Headquarters



Buses: 3 New Gillig Diesel Buses

- ▶ CATbus purchased 3 new Gillig Diesel Buses.
- ▶ These buses are now in service.



Covid Response: Buses



Sneeze Guards on all buses



Sanitizing our buses



Covid Response: Facility



CATbus Employees wearing their mask



greenlink
Connecting Greenville



Greenlink's Transportation Services

Fixed-Route service



Paratransit service



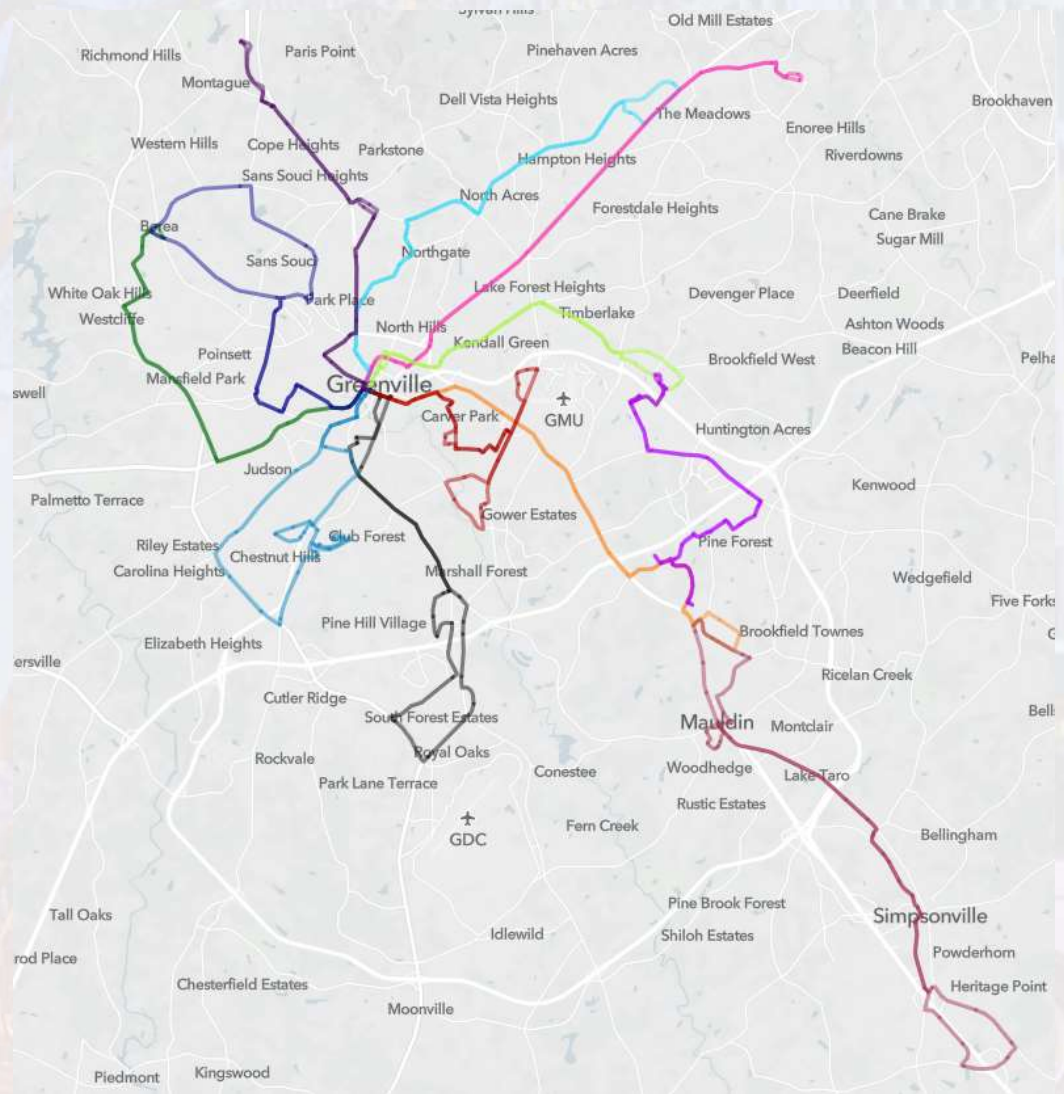
Trolley service



Greenlink

Service Delivery

- Service Area
Approximately 94 square miles
- Approximately 201 lane miles
- 12 Routes, 11 on 60-minute frequency, 1 on 30-minute frequency
- 5 trolley routes – 2 operate seasonally





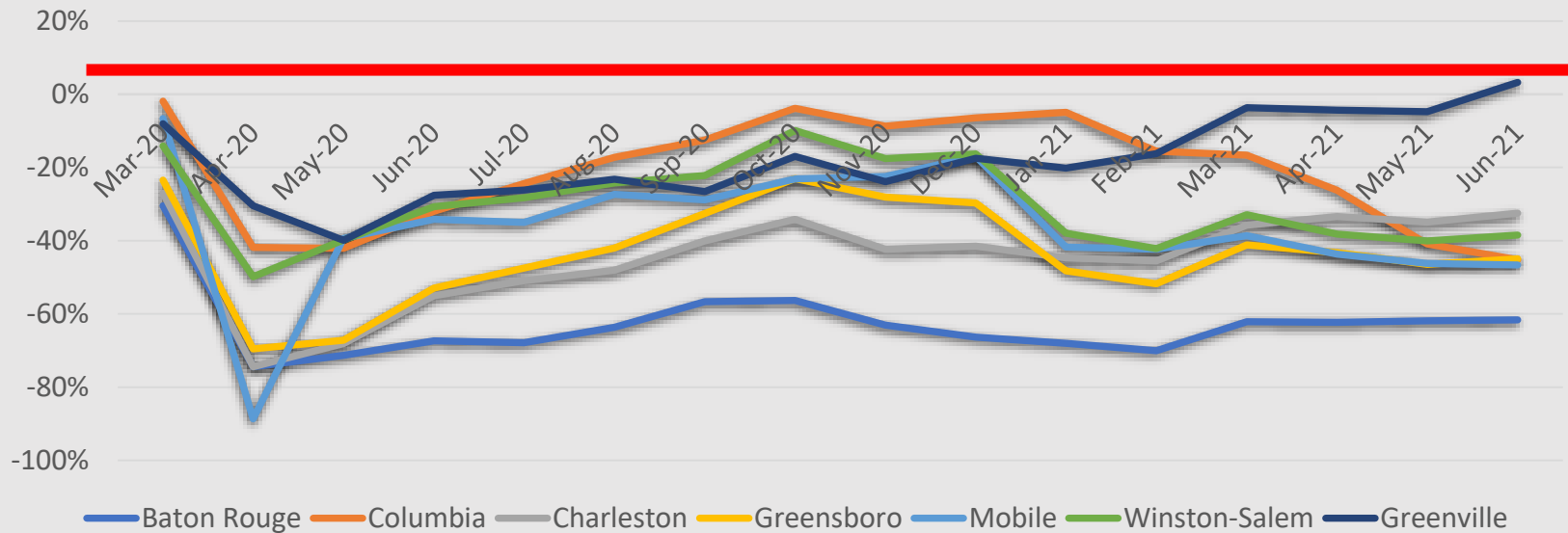
Fixed Route

Fixed Route Schedule			
<u>Service Day</u>	<u>First Trip</u>	<u>Last Trip</u>	<u>Service Ends</u>
Weekdays (Monday-Friday)	5:30am	10:30pm	11:30pm
Saturday	8:30am	5:30pm	6:30pm
Sunday	No Service Offered		



Essential Rides

Ridership as a Percentage of February 2020 Ridership





More User-Friendly

- Real-time arrivals
- Electronic fare payment - UMO
- Replaced Fare Collection System



FindGreenlink

Track Bus	Locate Stops	Plan Trips
--------------	-----------------	---------------

Search for **FindGreenlink** in your iOS or Android app store or visit **TrackGreenlink.com**





PTASP Approval

- New agency safety plan required by FTA – originally effective July 20,2020.
- Revision incorporates Safety Management Systems framework for safety activities.
- AI Cam System



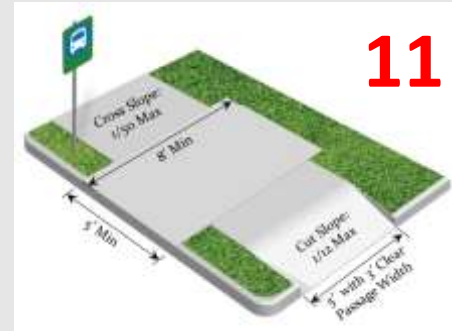
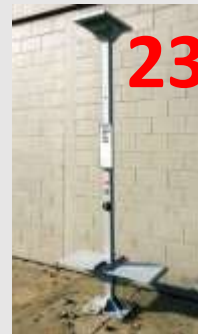
State of Good Repair





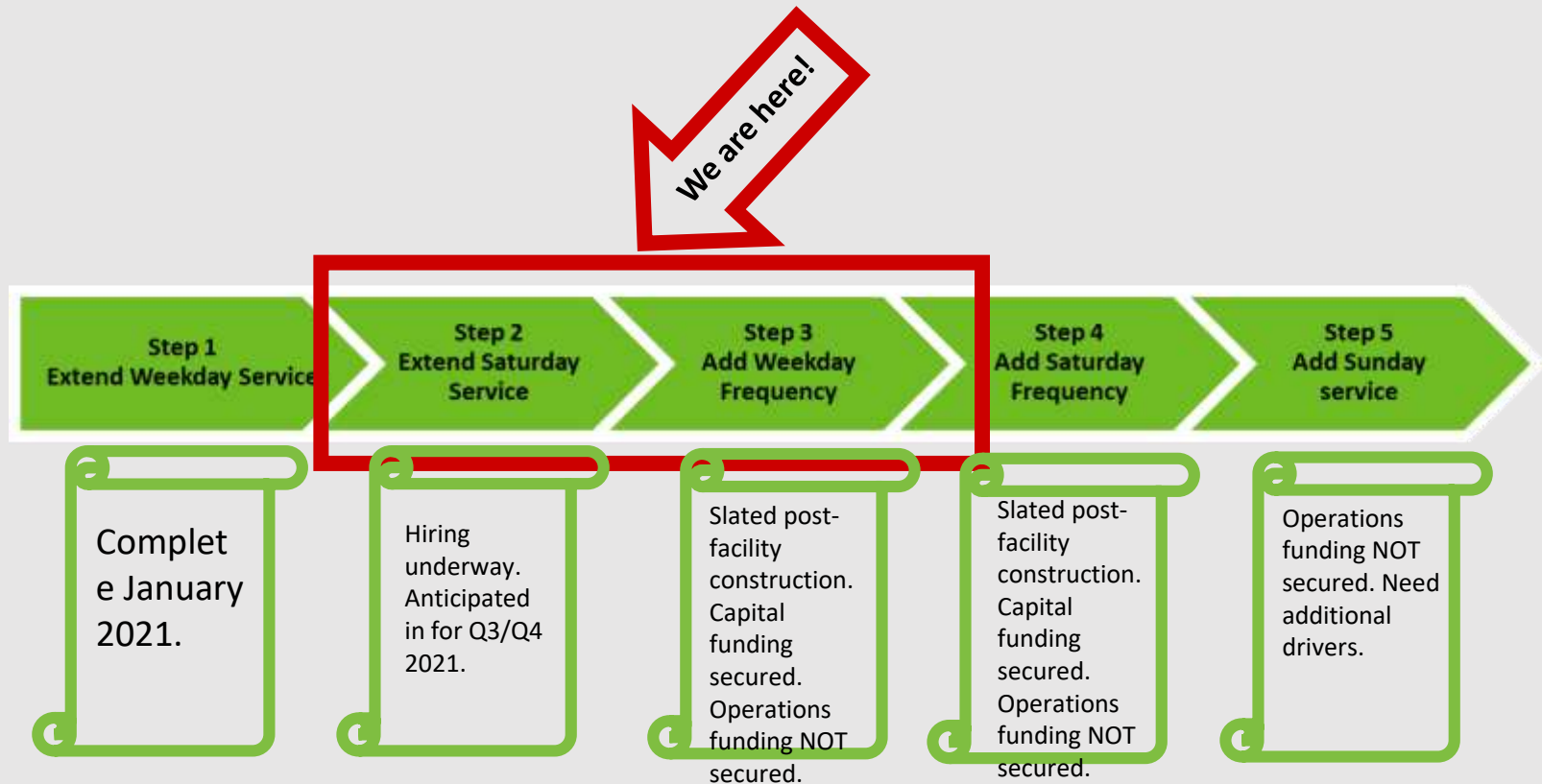
Bus Stop Infrastructure

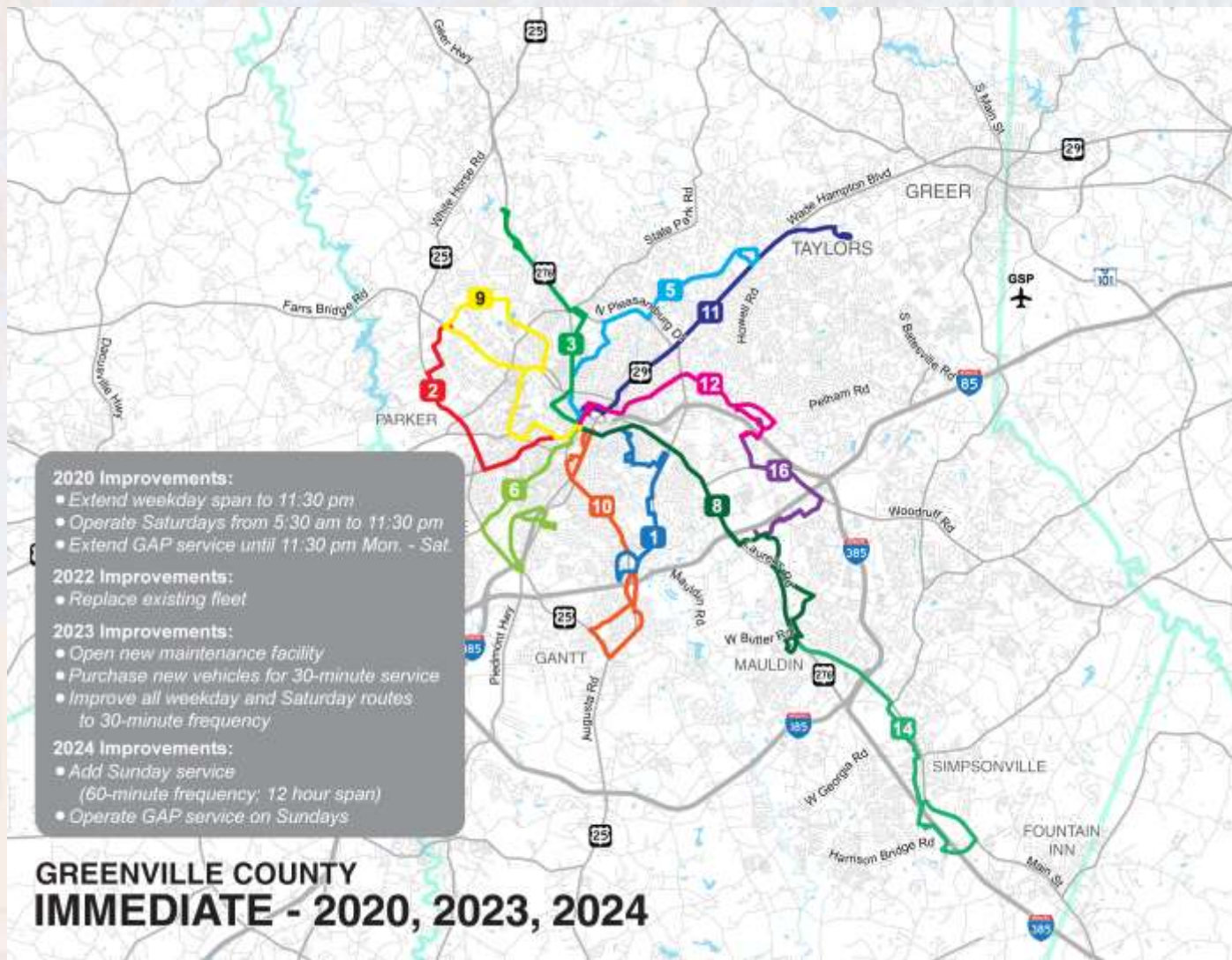
Goal: Upfit 96 stops to become ADA-compliant.

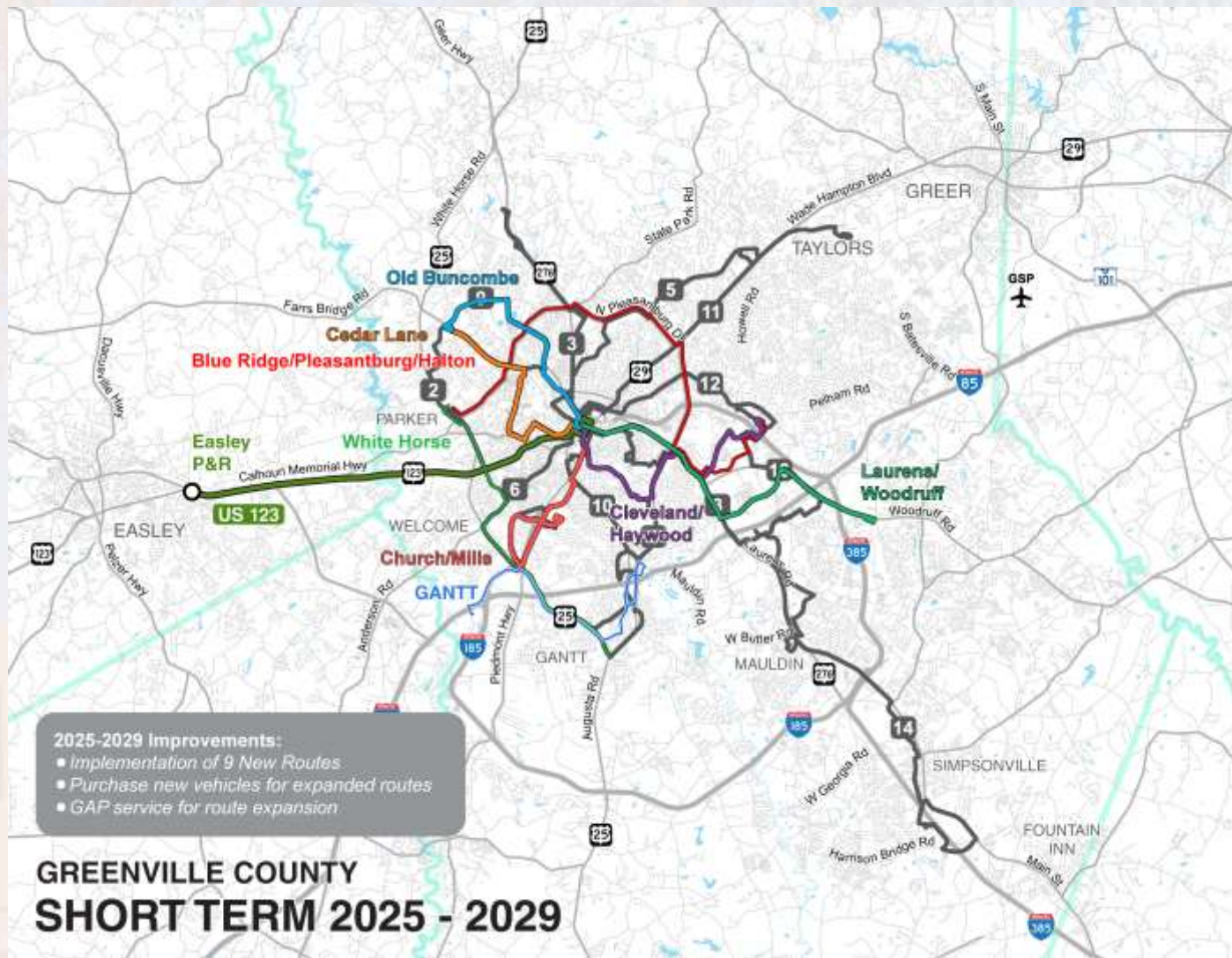


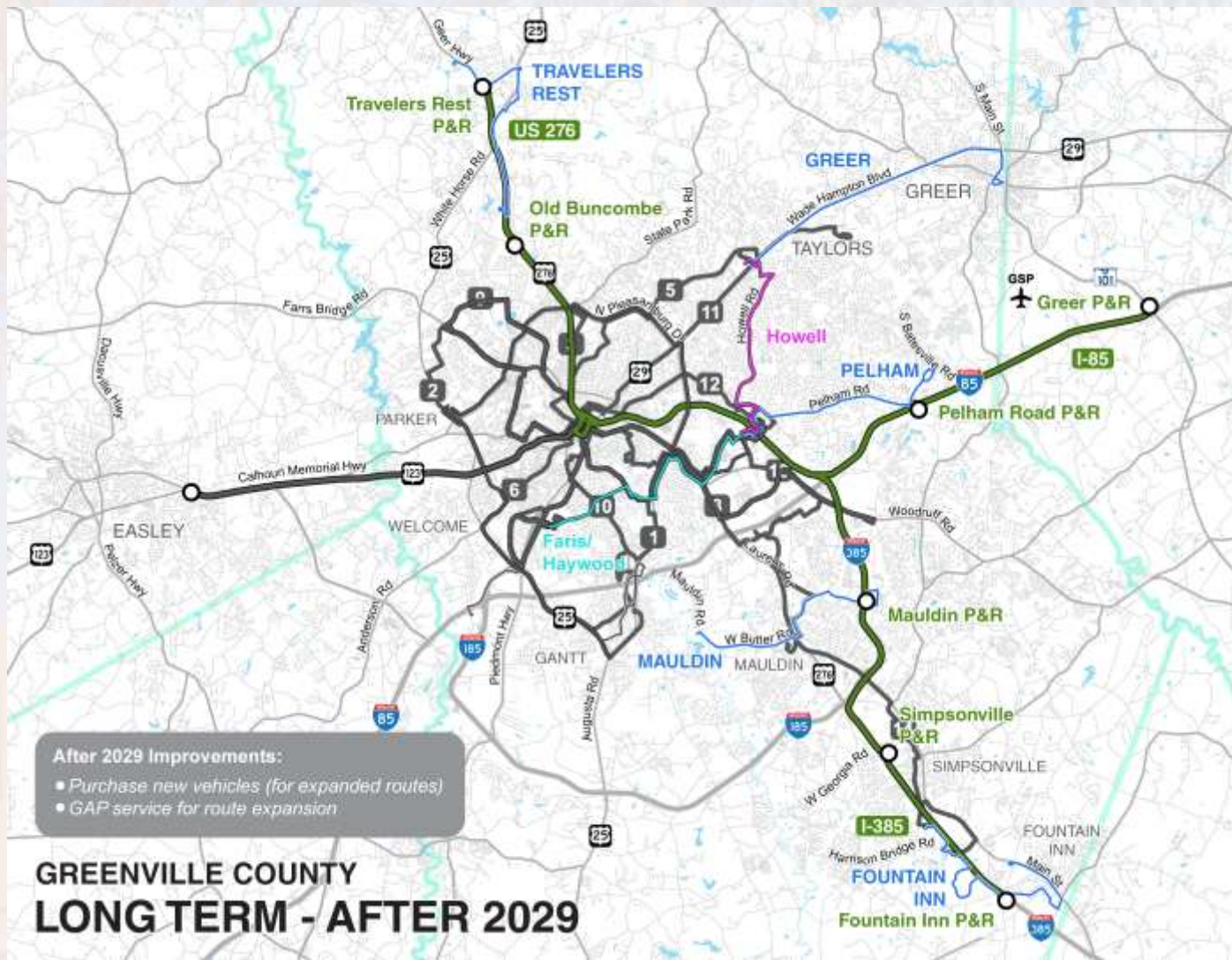


Transit Development Plan Updates











James C Keel

Director

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864-298-2767

greenlink
Connecting Greenville

Transit

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□ Coordination

- GPATS, Greenville Transit Authority d.b.a Greenlink, and City of Clemson d.b.a CATbus operate under September 2014 MOU* to allocate FTA funding and coordinate planning efforts.
- Every year, GPATS collects 5307 allocation numbers from CATbus and GTA to update TIP*.
- Every quarter, GPATS collects percentages on 5303 spending from CATbus and GTA to update UPWP*.

Transit

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□ Funding

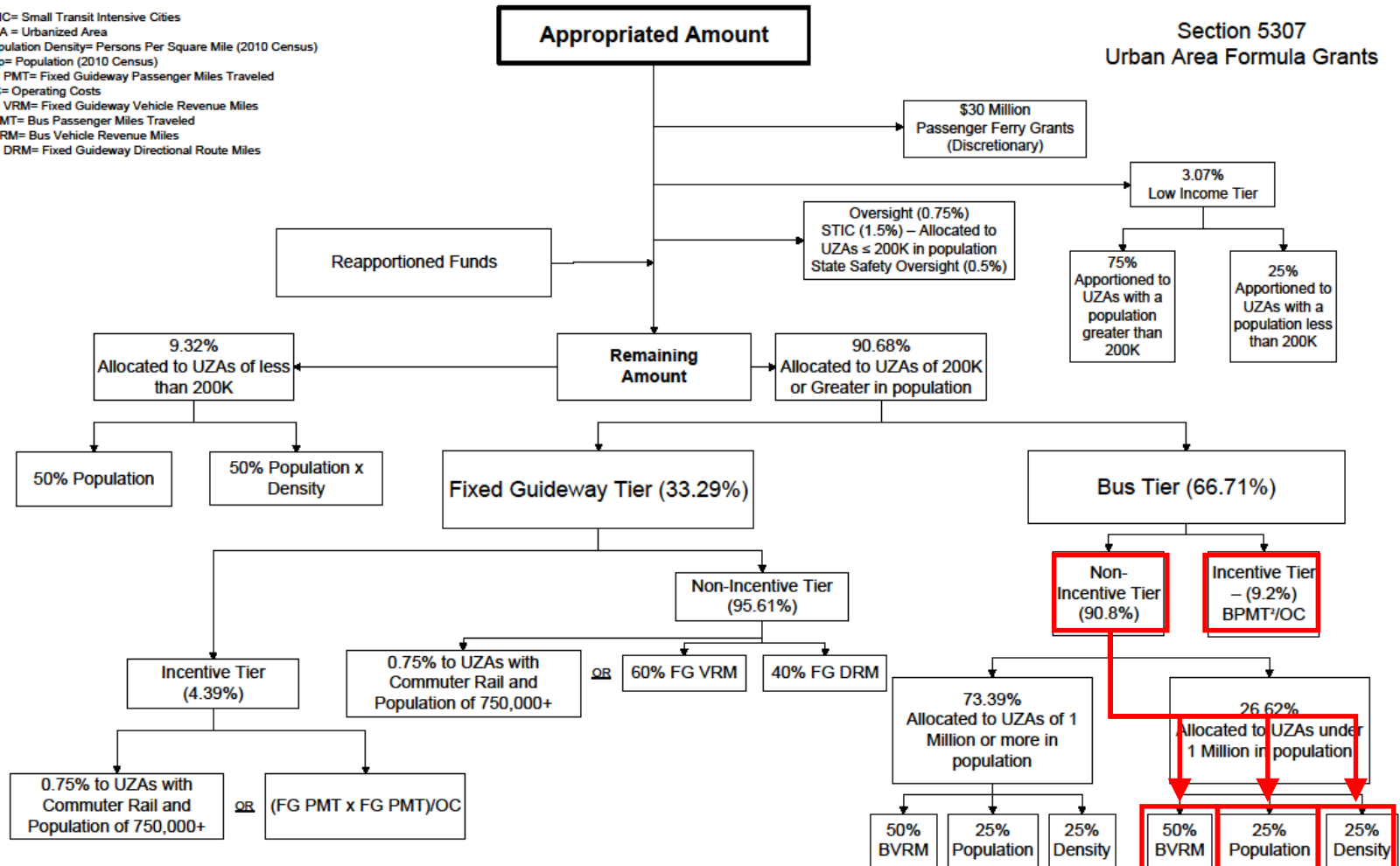
- Every year, after FTA and the State release it's 5307, 5310, 5339, and SMTF funding allocations, GPATS allocates the funding to CATbus and GTA based on a formula that updated with the decennial Census data and annual National Transit Database statistics* for each provider.

Transit

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STIC= Small Transit Intensive Cities
 UZA = Urbanized Area
 Population Density= Persons Per Square Mile (2010 Census)
 Pop= Population (2010 Census)
 FG PMT= Fixed Guideway Passenger Miles Traveled
 OC= Operating Costs
 FG VRM= Fixed Guideway Vehicle Revenue Miles
 BPMT= Bus Passenger Miles Traveled
 BVRM= Bus Vehicle Revenue Miles
 FG DRM= Fixed Guideway Directional Route Miles

Section 5307 Urban Area Formula Grants



Transit

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GTA CAT Funding Formula 2021

Table 1
FY 2021 Sub-allocation Formula

Variables								
Non-Incentive	Population	PWD	BVRM					
90.8%	25%	25%	50%					
Incentive								
9.2%								
Inputs								
Overall (Transit Served)								
	Population	Area (sq mi)	Population / sq mi	Population Weighted Density (PWD)	Annual Vehicle Revenue Miles (VRM)	Annual Passenger Miles (PMT)	Total Operating Expenses (OE)	Efficiency
	178,522	111	1,608.31	1,608.34	1,657,047	10,597,843	\$ 9,676,879.00	14,735,191.21
Greenville								
	150,881	94	1,605.12	1,356.59	938,230	4,273,765	\$ 6,297,538.00	2,900,350.47
Share	84.52%	84.68%		84.35%	56.62%	40.33%	65.08%	19.68%
Clemson								
	27,641	17	1,625.94	251.75	718,817	6,324,078	\$ 3,379,341.00	11,834,840.74
Share	15.48%	15.32%		15.65%	43.38%	59.67%	34.92%	80.32%
Split								
Greenville		65.85%						
					100.00%			
Clemson		34.15%						

$$\text{Share \%} = (\text{Population\%} \times 25\%) + (\text{Pop Weighted Density\%} \times 25\%) + (\text{Bus Vehicle Revenue Miles\%} \times 50\%) \times 90.8\% + (\text{Efficiency\%} \times 9.2\%)$$

$$\text{Population Weighted Density\%} = (\text{Population} / \text{Area}) \times \text{Population Share\%}$$

$$\text{Efficiency\%} = \text{Bus Passenger Miles Traveled}^2 / \text{Operating Cost}$$

Transit

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GTA CAT Funding Formula 2021 SMTF 07232021 FTA/State Apportionment Breakdowns

Greenville UZA Overall	FY 2019	FY 2020	FY 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	FY 2021	FY 2021 ARP Act	Change (est)
Section 5307/5340	\$ 3,354,402.00	\$ 3,430,666.00	\$ 9,713,049.00	\$ 3,483,376.00	\$ 533,200.00	-\$2,897,466.00
Section 5310	\$ 386,013.00	\$ 402,208.00	\$ 69,789.00	\$ 407,558.00	\$ 69,790.00	-\$332,416.00
Section 5339	\$ 363,842.00	\$ 379,389.00		\$ 355,804.00		-\$379,389.00
SMTF	\$ 340,659.00	\$ 273,778.00		\$ 328,757.00		-\$273,778.00
Total	\$ 4,444,916.00	\$ 4,486,039.00	\$ 9,782,838.00	\$ 4,575,495.00	\$ 602,990.00	-\$3,883,049.00

Greenville Transit Authority						
	69.24%	67.45%	67.45%	65.85%	65.85%	-1.60%
Section 5307	\$ 2,322,553.32	\$ 2,314,092.48	\$ 6,551,758.08	\$ 2,293,759.53	\$ 351,105.53	-\$1,962,986.95
Section 5339	\$ 251,920.44	\$ 255,909.85	\$ -	\$ 234,292.48	\$ -	-\$255,909.85
SMTF	\$ 235,868.77	\$ 184,671.90	\$ -	\$ 216,482.37	\$ -	-\$184,671.90
Total	\$ 2,810,342.54	\$ 2,754,674.24	\$ 6,551,758.08	\$ 2,744,534.39	\$ 351,105.53	-\$2,403,568.71

Clemson Area Transit						
	30.76%	32.55%	32.55%	34.15%	34.15%	1.60%
Section 5307	\$ 1,031,848.68	\$ 1,116,573.52	\$ 3,161,290.92	\$ 1,189,616.47	\$ 182,094.47	-\$934,479.05
Section 5339	\$ 111,921.56	\$ 123,479.15	\$ -	\$ 121,511.52	\$ -	-\$123,479.15
SMTF	\$ 104,790.23	\$ 89,106.10	\$ -	\$ 112,274.63	\$ -	-\$89,106.10
Total	\$ 1,248,560.46	\$ 1,329,158.76	\$ 3,161,290.92	\$ 1,423,402.61	\$ 182,094.47	-\$1,147,064.29

Mauldin-Simpsonville 5307	\$ 1,614,055.00	\$ 1,647,432.00	\$ 4,669,345.00	\$ 1,930,921.00	\$ 161,035.00	-\$1,486,397.00
SMTF	\$ 164,184.00	\$ 131,470.00		\$ 182,238.00		-\$131,470.00

- Training and Technical Assistance
 - GPATS offers technical assistance to both CATbus and GTA when asked.
 - This includes mapping, demographic, split-letters for federal funding, etc.

Public Involvement

Asangwua Ikein – GPATS

Brennan Groel – GPATS

Public Involvement

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- Public Participation Plan (PPP)*
 - ▣ This was last updated in 2020. The strategies include;
 - [GPATS website](#),
 - New media,
 - Legal advertisements,
 - Webinars,
 - Social media,
 - Public meetings,
 - Presentations and workshops,
 - Flyers,
 - Comment forms, and
 - Surveys.

Public Involvement

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□ Outreach Education

▣ GPATS website *

- [Project Pages](#) available to provide details about individual projects in the region
- [Interactive Maps](#)
- Main Page constantly updated with upcoming events, GPATS meetings, and Agenda Packets
- [Calendar](#)

▣ Social Media

- Facebook and Twitter
 - Themed days of the week
 - Monday: Optional
 - Tuesday: Transit
 - Wednesday: Bike and Pedestrian
 - Thursday: Automobiles
 - Friday: Did you know...

▣ Email Service with MailChimp

- Used primarily for LRTP updates

Public Involvement

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□ Facebook Social Media Stats

▣ July 22nd to August 18th

- People reached: 229
- Engagements: 53
- Page Likes: 2

▣ Page Likes (Total): 368

▣ Trends

- Wide variety of response rates based on topic
 - 8/17/2021 – Greenlink route changes due to County Square Development: 69 reached
 - 8/16/2021 – Survey for Laurens Road TOD Study: 43 reached
 - 8/13/2021 – DYK fact about APTA Ridership Trends Dashboard: 19 reached
 - 8/05/2021 – Future plans to widen I-85: 184 reached
 - 7/21/2021 – Bicycle safety: 9 reached
- Large construction project updates or controversial topics (roundabouts) seem to generate highest reach

□ Twitter Stats

- ▣ 57 followers

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Break

MPO Administration

Keith Brockington – GPATS

Lance Estep – ACOG

Brennan Groel - GPATS

MPO Administration

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- Census/Regional Coordination
 - GPATS has a good working relationship with ANATS, SPATS, and ACOG
 - Project Coordination
 - ACOG Regional Freight Mobility Plan*
 - Appalachian Regional Model
 - Pending outcomes of 2020 Census, GPATS, ANATS, SPATS, and ACOG are prepared to deal with expansion, reduction, consolidation, and agglomeration requirements
 - GPATS has been invited to participate in the SCDOT Complete Streets Council, will serve regional+ interests
 - GPATS participated in FRA Southeast Rail Plan* and GDOT Atlanta-Charlotte High-Speed Rail Tier I EIS*, will continue to do so for Tier II and beyond.

MPO Administration

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□ TIP/STIP Coordination

- Transit funding for prior Fiscal Years not shown causes issues for GTA/CATbus when reporting to FTA
- Submit one Transmittal form for Transit and Planning instead of two separate Transmittal forms
- SCDOT has appreciated Denise as the GPATS Admin Assistant handling the day-to-day paperwork of the TIP and Transmittals, as well as the coordination with the Obligations reports
- GPATS is committed to assisting with the deployment of the eTIPs and eSTIP, and have offered to test the systems as they are developed.

MPO Administration

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- UPWP Special Studies LPA Process
 - Step 1:
 - Submission of draft scope of work eligible under Section 104(f) of Title 23 USC
 - Submission of draft advertisement
 - Submission of internal estimate of cost
 - Reception of Notice to Proceed to advertise RFP
 - Step 2:
 - Inclusion of SCDOT and FHWA on selection committee (non-voting members)
 - Submission of selected firm(s) recommendation to SCDOT for approval
 - Include evaluation process
 - Submission of copy of the negotiation process
 - Reception of Notice to Proceed from SCDOT
 - Step 3:
 - Submission of copy of draft agreement
 - Reception of final notice from SCDOT to execute agreement and initiate project
 - Invoices sent to Greenville County Planning and paid quarterly

Closing Discussion

Federal Review Team Discussion

Preliminary Findings with MPO

Next Steps

Close Out



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