

MINUTES
GPATS STUDY TEAM COMMITTEE
September 26, 2022
Conference Room D – County Square
Remote participation by members
10:00 a.m.

MEMBERS PRESENT: Shawn Bell, Amy Blinson, Keith Brockington, Kayleigh Cleek, Tee Coker, Daniel Cooper, Nick DePalma, Mike Forman, Hesha Gamble, Gregory Gordos, Erica Hailey, Mary Douglas Hirsch, Valerie Holmes, Asangwua Ikein, Rashida Jeffers-Campbell, Jason Knudsen, Christina Lewis, Skip Limbaker, Clint Link, Heather Lollis, Liston Mehserle, Dyke Spencer, Greg Stanfield, Anna Stewart, and Jim Walden

OTHERS PRESENT: Senator R. Rice, Mayor McLeer, C. Lucas, H. Crumley, M. Burns, S. Epps, S. Jackson, B. Groel, P. Butler, J. Chasteen, E. Hailey, G. Sprague, A. Bodner, K. Scott, J. Smith, M. Rayford and IS Staff

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Keith Brockington called the meeting to order at 10.07 a.m.

Keith Brockington welcomed all in attendance and asked each to introduce themselves. He appreciated members accommodating the date and location change for this meeting.

GPATS PROJECT STATUS UPDATE

Casey Lucas, Program Manager with the SCDOT addressed members with a brief status update on projects within the GPATS area.

- Projects in construction were as follows:
 - S-164 Batesville Road Widening roadway is complete with an estimated completion date of October 2022. Traffic signal delivery is forthcoming.
 - SC-146 Woodruff Road Widening contractor continues to place asphalt along Woodruff Rd and Scuffletown Rd. The estimated completion date has been delayed to October 2022 due to concrete availability.
 - Roper Mtn Road (RMR)/Roper Mountain Road Extension (RMRE) estimated completion date has been delayed to October 2023 due to utility relocation delays.
 - Curb and sidewalk work continues along RMRE
 - Curb and gutter work is starting on RMR
 - Bridge work over Rocky Creek is expected to begin in October 2022

- Woodruff Road Congestion Relief project Design Field Review (DFR) is scheduled for October 2022. Right of way obligation is scheduled for December 2022.
- S-107 Butler Road DFR was held in August 2022. Preliminary right of way plans are being revised and due for submittal ahead of right of way obligation in December 2022.
- SC-183 & Jameson Road is under review until May 2023. Once design is finished public involvement will be restarted.
- Bridge Projects were as follows:
 - S-75 Cherokee Rd over US 29 work continues on the Mechanically Stabilized Earth (MSE) walls and storm drainage installation continues. Pile driving will begin once MSE walls are complete.
 - S-140 over Shoal Creek bridge closed April 6th, 2022 while work on the bents continues.
 - S-250 over Doddies Creek bridge was closed June 20th, 2022 with road realignment underway.
 - US-29 Church Street construction plans are in design. The Project website is live, and postcards were mailed out to surrounding residents to notify them about the project.
 - S-125 over Saluda River plans are completed. The proposed let date is planned for 2028.
 - S-384 over Bushy Creek is finishing preliminary right of way plans ahead of the right of way obligation in December 2022.
- TA Program were as follows:
 - Woodside Streetscape scope revisions are in progress. Once scope is received the project will be relet.
 - Woodside Park Connector and Riverside Middle School project plans are completed, and awaiting additional funding.
 - Town of Central Connector financial participation agreement (FPA) was executed August 2nd, 2022 and the local match was received. Scope revisions with the Town of Central are forthcoming.
- Federal Earmark Projects were as follows:
 - S-272 West Georgia Road scope was reduced and approved by the City of Simpsonville. It is now in right of way phase.

Ms. Lucas made herself available for any questions.

TRANSPORTATION ALTERNATIVES PROGRAM, SPECIAL ALLOCATIONS

Keith Brockington addressed members with an update on the Transportation Alternatives (TA) Program Special Allocations:

SCDOT TA Program office has requested supplemental allocations for the following projects in order to be fully funded for completion:

- Fountain Inn, Woodside Park Connector: \$447,972.00
- Anderson County, Riverside Middle School Sidewalks: \$214,596.80

Amy Blinson, Transportation Alternatives Program Manager with the SCDOT stated at the end of August 2022 GPATS has a balance of 2.3 million in TA Program funds. If GPATS were to back out unobligated funds with current existing projects GPATS has approximately 1.2 million available for new projects.

Mr. Brockington stated allocating funds outside of annual applications is not typical procedure for GPATS, but SCDOT has permitted it. Without these allocations, projects cannot move forward.

City of Easley requested the Brushy Creek Greenway TA Project be canceled. The City has worked out closure with SCDOT and the remaining balance will be returned to GPATS TA funds.

SCDOT is developing details of the new TA Program. Thank you to those jurisdictions who have submitted Letter of Intent to apply in the future; GPATS will be proceeding with applications.

Clint Link, with the City of Greenville asked if the City of Easley hired a consultant for this project.

Ms. Blinson stated she was unsure on the progress of the project. The project did receive bids, but they were high which led to the project termination. The project did not progress to hiring a consultant.

Recommendation: Mr. Brockington asked for approval or any objections from the members to add the Transportation Alternatives Program Special allocations to the Transportation Improvement Program and to remove the City of Easley project from the Transportation Improvement Program to the Policy Committee for their approval. No verbal objections or questions by consensus.

TRANSPORTATION PERFORMANCE MEASURES, LRTP AND TIP AMENDMENTS

Anna Stewart addressed members with Performance Target amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) documents for the Safety Targets, Greenlink Transit Safety Targets, and Greenlink Transit Asset Management (TAM) Targets. The following were reviewed:

Safety Targets:

- SC Baseline
- SC Targets
- GPATS Baseline

Greenlink Transit Safety Targets

Mode of Transit Service for Fixed Route and Demand Response/Paratransit

- Fatalities Total
- Fatality Rate
- Injuries Total
- Injury Rate
- Safety Events Total
- Safety Event Rate
- System Reliability

Greenlink Transit Asset Management (TAM) Targets

- Rolling Stock
- Equipment
- Facilities

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Long-Range Transportation Plan document amendment recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Transportation Improvement Program document amendment recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

TRANSIT SECTION 5310 APPLICATIONS

Asangwua Ikein addressed members with an update on the 5310 applications evaluated by the Transit Coordinating Committee (TCC):

Currently, GPATS has \$407,558 in 5310 funds. The TCC evaluated three 5310 applications. In order for an application to be accepted a score of 70/100 must be obtained. The applications evaluated were as follows:

1. Greenville Transit Authority (GTA) dba Greenlink scored an average of 75.8/100
 - a. Local Match \$40,000
 - b. Federal Match \$160,000
 - c. Total Application \$200,000
2. Clemson Area Transit (CAT) dba CATBus scored an average of 50.0/100
 - a. Local Match \$30,800
 - b. Federal Match \$123,200
 - c. Total Application \$154,000
3. Pickens County Meals on Wheels (PCMoW) scored an average of 78.5/100
 - a. Local Match \$41,650
 - b. Federal Match \$122,850
 - c. Total Application \$164,500

TCC members are still sending in their evaluations, therefore the scores are subject to change. However, based on the current scores of the three applications, the TCC recommends acceptance of Greenlink's and PCMoW's applications and rejection of CATBus' application.

Mr. Brockington asked how many TCC members still need to submit evaluations.

Mr. Ikein replied it depends on the application. The scores are subject to change once final evaluations are received.

Heather Lollis, with Clemson Area Transit (CATBus), asked for clarification on the amount of 5310 funds which are due to lapse.

Mr. Ikein responded approximately \$400,000 in 5310 funds will lapse by the end of September 2022. However, there are 5310 funds available for applicants to apply for.

Kayleigh Cleek, with Greenlink, commented the lapse in funds was not a good thing. She said the application process needs to change in order to attract more applicants to 5310 funds. Both Greenlink and CATBus were harmed by some of the criteria in the application.

Mr. Brockington said GPATS tried to solicit applications too late before the Federal Transit Administration (FTA) closed out the fiscal year. The 5310 funds which are subject to lapse are not impacting the three applications being discussed.

Heather Lollis commented the scores overall were fairly low. Applicants are being penalized by criteria in the application.

Mr. Brockington responded the TCC needs to reevaluate the application process to attract more applications and make applications easier. GPATS wants everyone to be able to have access to 5310 funds.

Heather Lollis said GTA and CATBus are not scoring each other's applications. Applicants could be getting penalized by those who do not understand transit.

Gaye Sprague, with Anderson County, asked if 5310 applications were a rolling process.

Mr. Brockington replied the 5310 funds are always available as long as GPATS has funding. GPATS usually holds a call for projects once new allocations are received.

Gaye Sprague suggested to hold CATBus' application until they are able to revise it.

Mr. Brockington responded the Study Team can hold CATBus' application.

Keith Scott, with Upstate Mobility Alliance, remarked many transit agencies operate their work in house rather than using outside agencies. He asked how this would impact certain criteria on the 5310 application.

Mr. Ikein responded before the census expanded 5310 was managed by Greenlink. Greenlink and CATBus are asked annually if they wish to apply for 5310 funds. To avoid being penalized in the application, Greenlink and CATBus can say if they want to apply for 5310 funding each year rather than filling out an application.

Mr. Brockington said local match has always been an issue for GPATS. He reiterated Study Team holding CATBus' application in order to increase their score and fund the application at a later date.

Rashida Jeffers-Campbell, with Greenville County, asked for clarification on applications having to reach a score of 70/100 to be accepted.

Mr. Ikein responded the scoring was agreed to by the TCC of which Greenlink and CATBus are members. The current 5310 application was created in house by the TCC. The original 5310 application needed to be completely redone. The original application only consisted of two questions compared to sixteen questions in the current application.

Kayleigh Cleek asked for clarification on the eligible applicants and expenses for 5310.

Mr. Ikein responded nonprofits, local or state governments, and operators of public transit are eligible to apply for 5310 funding. Some examples for 5310 projects are buses, vans, wheelchair lifts, and transit related technology. Some non-traditional 5310 projects include sidewalks, accessible paths, and bus stops.

Mr. Ikein said more 5310 funds will be coming in the future. 5310 funds are revolving funds and GPATS will continue to receive a 5310 allocation. He also said 5310 funds are not the only funds that can be applied for.

Mr. Ikein also informed members about approximately \$140,000 available through The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds can be applied for without a local match, but the funds can only be used for operational expenses. Additional funding cannot be used for capital expenditure, such as sidewalks and bus stops.

Recommendation: Mr. Brockington asked for approval or any objections from the members to fund Greenville Transit Authority and Pickens County and reject Clemson Area Transit 5310 application recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

GPATS 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM, AC#1

Keith Brockington addressed members on the proposed Transportation Improvement Program (TIP) Amendment AC #1 and advised the following changes:

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

- Addition of FY2022 Recreational Trails Program awards:
 - City of Clemson - \$100,000
 - Conestee Nature Preserve - \$60,000
 - City of Mauldin - \$66,000
- Increase in Construction for Non-Guideshare Safety Program
 - Woodruff Road Road Safety Assessment Improvements - \$3,691,000
 - Various small increases in funding for intersection operational improvements
- Addition of FY2022 LowNo Grant award to CATbus for \$3,170,000
- Addition of FY2022 RAISE Grant award to GTA/Greenlink for \$5,845,300
- Removal of TA Project for City of Easley, Brushy Creek Greenway
- Special Allocations for current TA Projects
 - Anderson County/School District Four - \$214,596.80
 - City of Fountain Inn - \$447,972

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the Transportation Improvement Program amendment AC #1 recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

GPATS HORIZON2045 LONG-RANGE TRANSPORTATION PLAN STATUS UPDATE

Keith Brockington addressed members with a status update on the Horizon2045 Long-Range Transportation Plan Update:

Members received the initial and incomplete DRAFT documents of the GPATS Horizon2045 Long-Range Transportation Plan Update as well as the MetroQuest Report.

Mr. Brockington advised GPATS still has work to do on project ranking and analysis.

GPATS will be delaying the approval of the Horizon2045 Long-Range Transportation Plan Update. There will be a called Study Team meeting on October 24th and a called Policy Committee meeting November 14th. Both of these meetings will be virtual.

Mr. Brockington advised members to review the DRAFT Horizon2045 Plan Update and provide comments to GPATS staff.

Mr. Brockington made himself available for any questions.

Kayleigh Cleek asked if GPATS could provide a Word Document of the DRAFT Plan.

Mr. Brockington said a Word Document could be provided.

NEW BUSINESS

Keith Brockington reviewed with members the GPATS Calendar Year 2023 proposed meeting schedule. The meeting schedule is subject to change, due to the change in meeting space at the new building. Currently, the meeting dates are all in Suite 400 of Greenville County Square.

Recommendation: Mr. Brockington asked for approval or any objections from the members to pass the GPATS CY2023 Meeting Schedule recommendations to the Policy Committee for their approval. No verbal objections or questions by consensus.

Mr. Brockington asked members to inform GPATS staff of any exiting or entering Policy Committee Members for CY2023.

ADJOURN

Without objection, Mr. Brockington adjourned the meeting at 11.08 a.m.

Anna Stewart

Submitted by Recording Secretary