



# *Long Range Transportation Plan*

UPDATE  
November 2013





## Acknowledgments

Development of the 2035 *GPATS Long-Range Transportation Plan Update* was a collaborative process that involved numerous stakeholders, including the Citizens Advisory Committee, staff, policy makers, and the South Carolina Department of Transportation. The general public also provided input for this plan at a series of public meetings held in July 2011 and July 2013. The draft plan was presented for approval on November 18th, 2013. GPATS would like to thank staff, GPATS-area residents, and the entities below for their input.

### **GPATS Citizens Advisory Committee**

### **GPATS Policy Committee**

### **GPATS Study Team**

### **Greenville County**

### **City of Greenville**

### **City of Greer**

### **City of Mauldin**

### **City of Simpsonville**

### **City of Fountain Inn**

### **City of Travelers Rest**

### **Pickens County**

### **City of Easley**

### **City of Pickens**

### **City of Liberty**

### **City of Clemson**

### **City of Central**

### **City of Norris**

### **Anderson County**

### **Town of Pendleton**

### **Town of Pelzer**

### **Town of West Pelzer**

### **Town of Williamston**

### **South Carolina Department of Transportation**

### **Federal Highway Administration**

### **Federal Transit Administration**

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## Introduction

The Long Range Transportation Plan (LRTP) is a federally mandated document that must be updated by all metropolitan planning organizations (MPOs) once every five years. Every 10 years, an entirely new plan is developed. This addendum serves as an update to the 2030 Long Range Transportation Plan, which was completed in 2007. It includes updated demographic, environmental, and program information, and incorporates projects from areas that were brought into GPATS in early 2013.

This document is the 5-year Update of the GPATS LRTP, and serves to amend those elements that have seen change since the LRTP was adopted in 2007. Elements or portions of elements that are not being updated at this time are due to 1) Planning Assumptions from 2007 still remaining valid, 2) no significant progress made on implementation of a particular item, and/or 3) certain aspects are too recent to be categorized or planned for. The prime example of the third item is trends and policies in regards to the new areas of Pickens and Anderson counties recently added to GPATS.

The elements included to be amended as part of this update are:

- Chapter 2: Demographic information update, and information regarding the Census-mandated expansion of GPATS
- Chapter 3: Update of the Existing Highway element, with 2010 data
- Chapter 4: Update of the Future Highway element, with 2035 data
- Chapter 5: Environmental Screening update, with information on the expanded GPATS area
- Chapter 7: Update of the Transit element, due to Greenlink, Clemson Area Transit, and the Transit Vision and Master Plan
- Chapter 9: Financial Plan Update with basic funding information for Guideshare and Transportation Alternatives.

It is important to note that this document is not intended to replace the 2007 LRTP, but to supplement it with additional information. The next LRTP to be adopted in 2017 will be a full document creation.

## Process

Greenville-Pickens Area Transportation Study (GPATS) staff began developing the 2035 Long Range Transportation Plan update in spring 2011. GPATS held several public input meetings in Greenville and Pickens counties during July and August of 2011 to gather feedback and suggestions on road projects, bicycle and pedestrian facilities, and public transit in the area. Staff presented information on demographics, transportation priorities from the previous plan, and other plans that have been carried out by entities within the GPATS area.

In the spring of 2012, Raleigh-based Kimley-Horn and Associates, Inc. was hired to update the Travel Demand Model, which gave GPATS an updated view of existing traffic conditions in the GPATS area, as well as how those conditions would change if proposed LRTP projects were or were not carried out by 2035. Maps and additional information about the 2012 Travel Demand Model may be found in Chapter 4.

Also in 2012, GPATS staff developed a transportation survey that was sent to more than 2,000 households in the GPATS area. The results were scientifically valid, and more information is available on Page 1.2.

Following the expansion of GPATS in early 2013 based on the 2010 Census results, staff held additional public meetings in Williamston, Clemson, and Greenville. GPATS received approximately 20 additional project requests from the areas that were recently included in GPATS, and these projects were added to the travel model by Kimley-Horn.

After GPATS received the updated Travel Demand Model, staff began the evaluating and ranking road and intersection projects. This process involved re-ranking projects that had been included in the previous LRTP, as well as ranking new projects that had been proposed during the last few years. All projects were ranked based on the same set of criteria, and the final rankings can be found on Pages 4-8 & 4-9.

After approval of the 2035 Long Range Transportation Plan update, projects can begin to be moved into the five-year Transportation Improvement Program as funding allows. The Transportation Improvement Program provides timelines and project estimates based on the phases of each project (preliminary engineering, right-of-way acquisition, and construction).

## Introduction & Process





Plans completed since last LRTP

Since the previous LRTP was completed in 2007, a number of plans have been completed by municipalities, counties, and other agencies within the GPATS area. Several of these plans have received partial funding from GPATS. These plans include:

- *City of Greenville Bicycle Master Plan*
- *Easley Bicycle and Pedestrian Master Plan*
- *Greenlink Transit Vision and Master Plan*
- *Greenville County Economic Development Corporation (GCEDC)*
- *Woodruff Road Corridor Study*
- *Brushy Creek Greenway Feasibility Study*
- *Development of updated travel model*
- *Development of LRTP*

GPATS 2012 Transportation Survey

As part of the 2035 Long Range Transportation Plan update, GPATS staff developed a scientific mailed survey, which was sent to 2,000 randomly chosen households within the GPATS area. This survey was requested by the GPATS Policy Committee, and the number of surveys sent to each county was based on that county’s proportion of the overall GPATS population. The number of surveys sent and response rates are shown in Table 3 on this page.

The results were used in the development of the plan update, and they also will serve as a baseline of information for the next Long Range Transportation Plan full update, which will begin in 2015. The survey used methodology based on Survey Methodology, 2nd Edition, Robert M. Groves, et al. Hoboken, New Jersey: John Wiley & Sons, 2009.

Greenville County and Anderson County had the highest response rates with 29 percent and 20 percent, respectively. The overall response rate for the survey was

approximately 25 percent, making the results statistically significant. Some of the key findings of the survey are included below.

Roads

The vast majority of respondents commute alone by automobile to work, and almost one-third commute more than 10 miles each way. Two-thirds of respondents felt that traffic congestion in the GPATS area is getting worse, with only 3 percent responding that they felt it was improving.

When asked which sources of funding (if any) respondents would support in order to fund transportation improvements, 34 percent supported impact fees for developers, 18 percent supported transportation bonds, 6 percent supported increased gasoline tax, 5 percent supported increased sales tax, and 2 percent supported increased property tax. Nearly one-third of respondents said they would not support any additional funding for road improvements.

Pedestrian and Bicycle

Half of survey respondents said they would bicycle and/or walk more if additional sidewalks and bike lanes were available, and 58 percent rated the current bicycle and pedestrian network in the GPATS area as “fair” or “poor.” Of the facilities respondents reported they would like to see, the most popular were additional sidewalks (69 percent), additional bicycle lanes (66 percent); and an extended greenway/trail system (59 percent).

Public Transit

Only 2 percent of survey respondents reported using public transit (Greenlink buses) within the GPATS area; however, one-fourth of respondents said they would begin using public transit if commuter rail service were made available, if bus routes were expanded, or if better route information were provided. Respondents also called for more frequent service (21 percent), park and ride options (16 percent), and improved shelters and street furniture (15 percent).

Introduction & Process

Table 3

County	Surveys sent
Greenville County	1571
Pickens County	248
Anderson County	91
Spartanburg County	71
Laurens County	19

County	Surveys received
Greenville County	456
Pickens County	23
Anderson County	18
Spartanburg County	6
Laurens County	2

County	Response rate
Greenville County	29 percent
Pickens County	9 percent
Anderson County	20 percent
Spartanburg County	8 percent
Laurens County	11 percent



# Population and Demographics

## Population

The growth of the GPATS region continued since the 2007 LRTP was adopted, both in density and in size. With the expansion of the GPATS boundary, the 2010 population of GPATS expanded to 621,834 persons in households, per the 2010 US Census. Figures 2.1A & 2.1B show the population densities per acre distributed throughout the region. Environmental Justice breakouts of the population, including Minority, Low Income, Hispanic, and Zero-Car Households, are accounted for in Chapter 5.

Through linear regression, the 2035 population in households for the region is expected to reach 840,861. This figure is a planning-level estimate, and is dependent on many variables, so frequent updates of the future population are done whenever new data becomes available.

## Employment

Despite the economic downturn experienced in the United States since the 2007 LRTP was adopted, the Upstate of South Carolina has remained very competitive and strong. Below is the breakout of jobs in 2010 per sector as provided by ESRI Business Analyst:

Industry Sector	Number of Jobs
Industrial	103,084
Retail	46,474
High-Turnover Retail	31,117
Office	35,352
Service	79,517
School	97,028
Hospital	10,644
University	16,572
Special Shopping	3,875
Airport	1,787
<b>Total</b>	<b>425,450</b>

Figures 2.2A & 2.2B show total employment density across the region.

The GPATS Travel Demand Model takes the Population (Generators) and

Employment (Attractors) into account when assigning trip distribution.

## Census Mandated Expansion

GPATS includes both the Greenville Urbanized Area (UZA) and the Mauldin-Simpsonville Urbanized Area. The 2010 U.S. Census expanded the Greenville UZA significantly. As federal law requires that all UZAs be included within a Metropolitan Planning Organization (MPO), GPATS began working in 2012 to create an expanded boundary. Staff worked with Policy Committee, Study Team, SCDOT, FHWA, and FTA during the process of updating the GPATS area, and the new boundary (see Figure 2.0) was given final approval at the GPATS Policy Committee meeting in March 2013.

The new GPATS boundary includes parts of Greenville, Pickens, Anderson, Spartanburg, and Laurens counties, and it includes the municipalities of Central, Clemson, Easley, Fountain Inn, Greenville, Greer, Liberty, Mauldin, Norris, Pelzer, Pendleton, Pickens, Simpsonville, Travelers Rest, West Pelzer, and Williamston. A subcommittee of the GPATS Policy Committee worked over several months to make recommendations for expanding the committee that would be agreeable to all parties. The total size of the Policy Committee increased from 26 members before the expansion to 29 members after, including the Greenville Transit Authority Board Chairman.

The new Urbanized Area also meant that the Clemson Area Transit system became a Large Urban operation under the Greenville Transit Authority (GTA). The City of Clemson operates this system under an agreement with GTA for a percentage of the FTA apportionments.



Figure 2.0

Study Area

- GPATS Boundary
- Bordering County
- Municipal Boundary
- GPATS Primary Highways

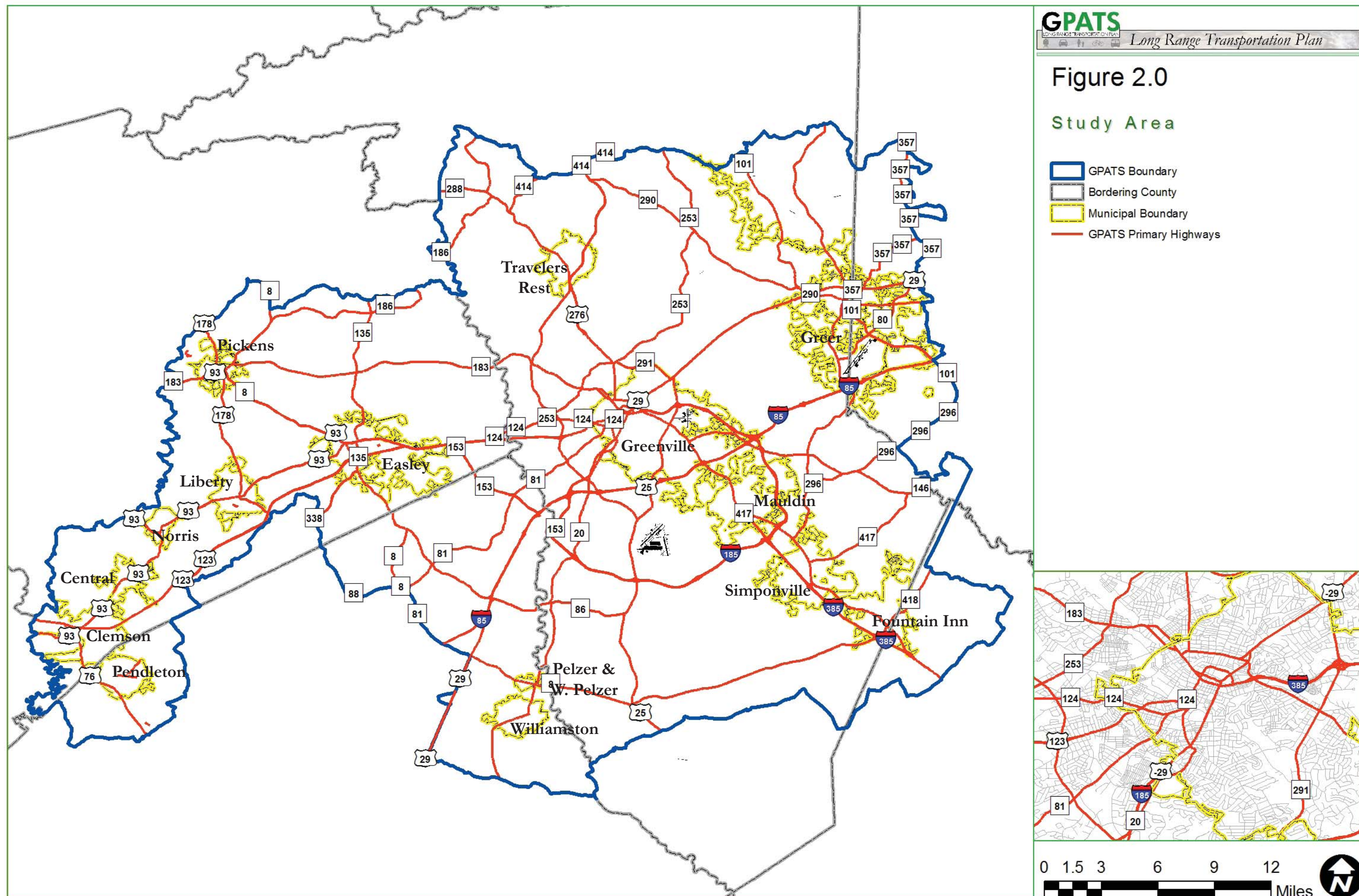




Figure 2.1A

Population Density

- GPATS Boundary
- Bordering County
- Municipal Boundary
- GPATS Primary Highways

Population Density

- < 1.5
- 1.5 - 3
- 3 - 6
- > 6

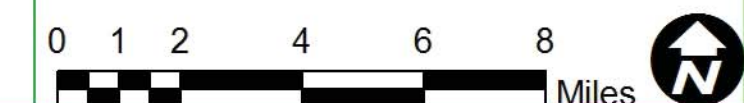
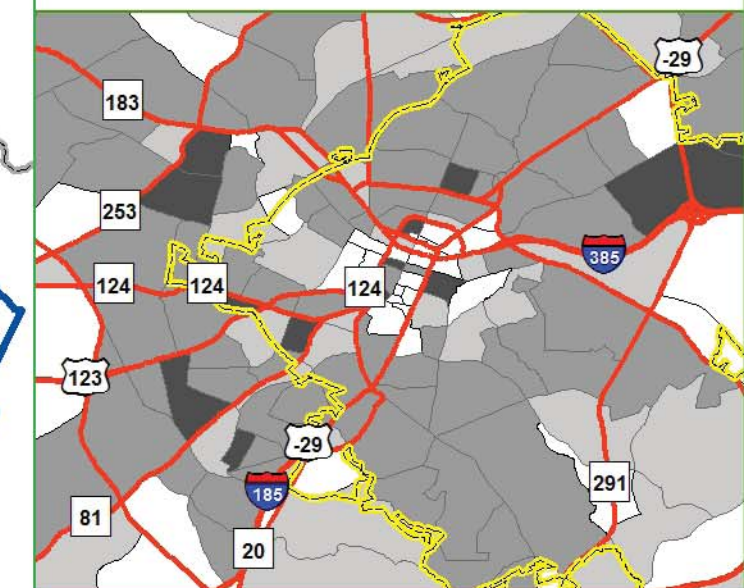
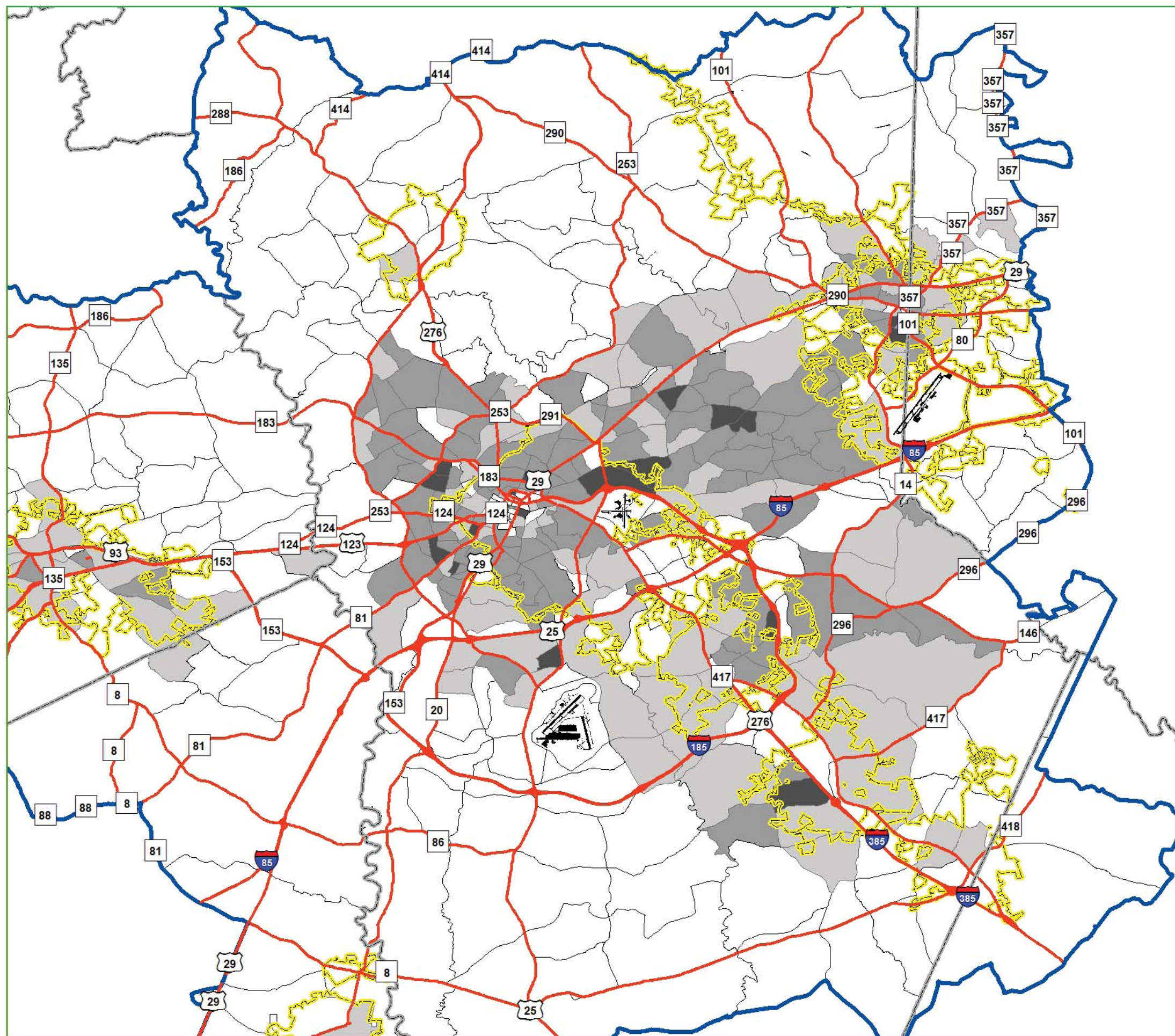




Figure 2.1B

Population Density

- GPATS Boundary
  - Bordering County
  - Municipal Boundary
  - GPATS Primary Highways
- Population Density**
- < 1.5
  - 1.5 - 3
  - 3 - 6
  - > 6

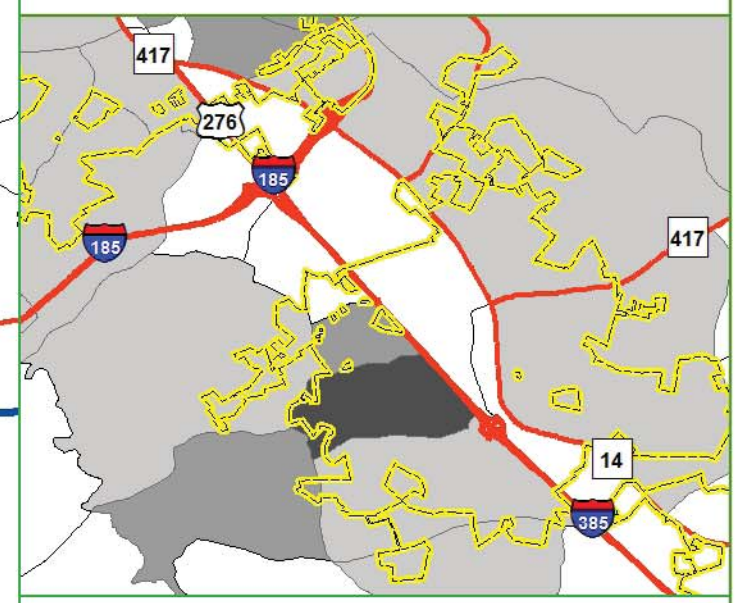
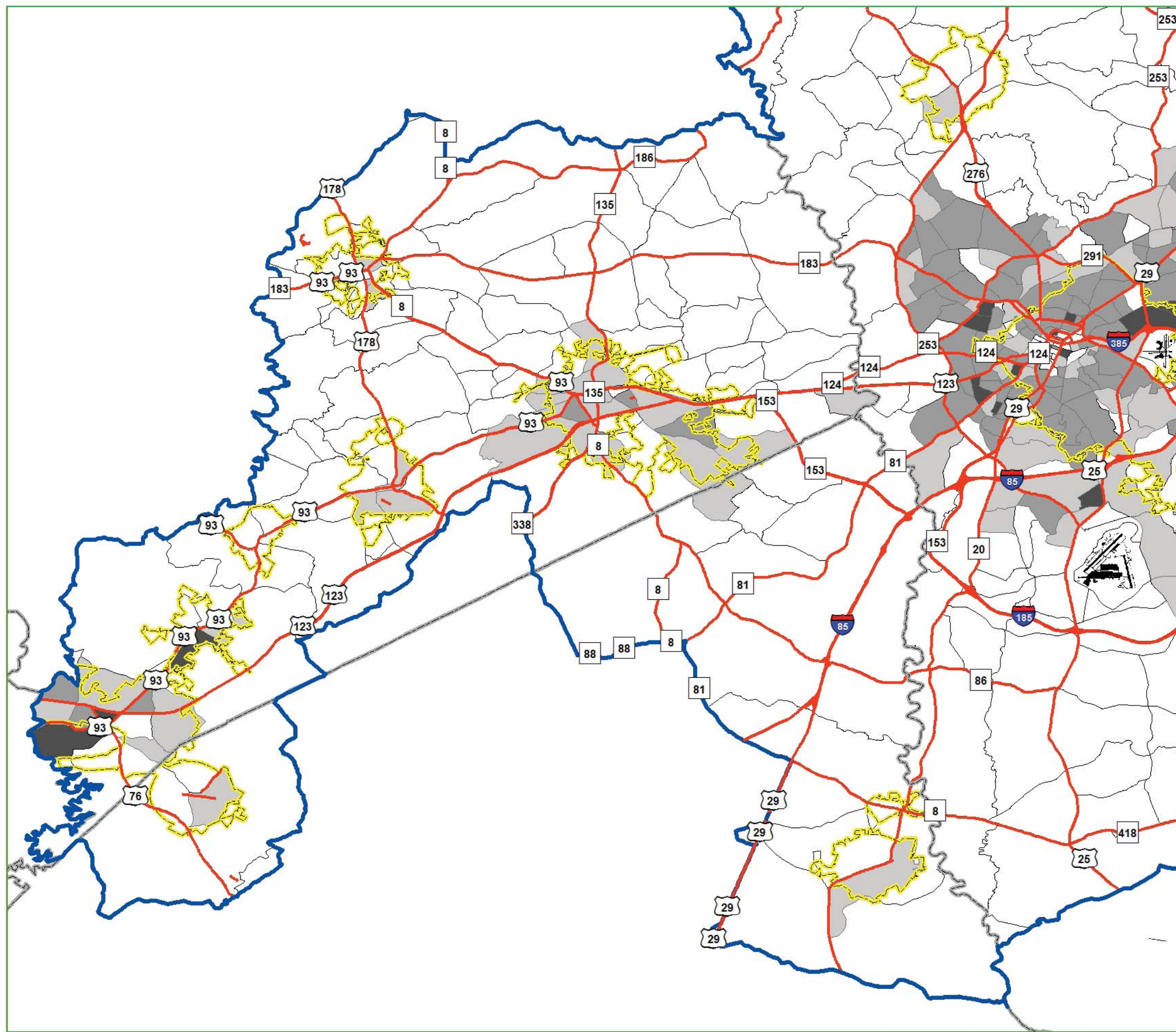




Figure 2.2A

Employment Density

- GPATS Boundary
- Bordering County
- Municipal Boundary
- GPATS Primary Highways

Employment per Acre

- 0 - 1.5
- 1.51 - 3
- 3.1 - 6
- > 6

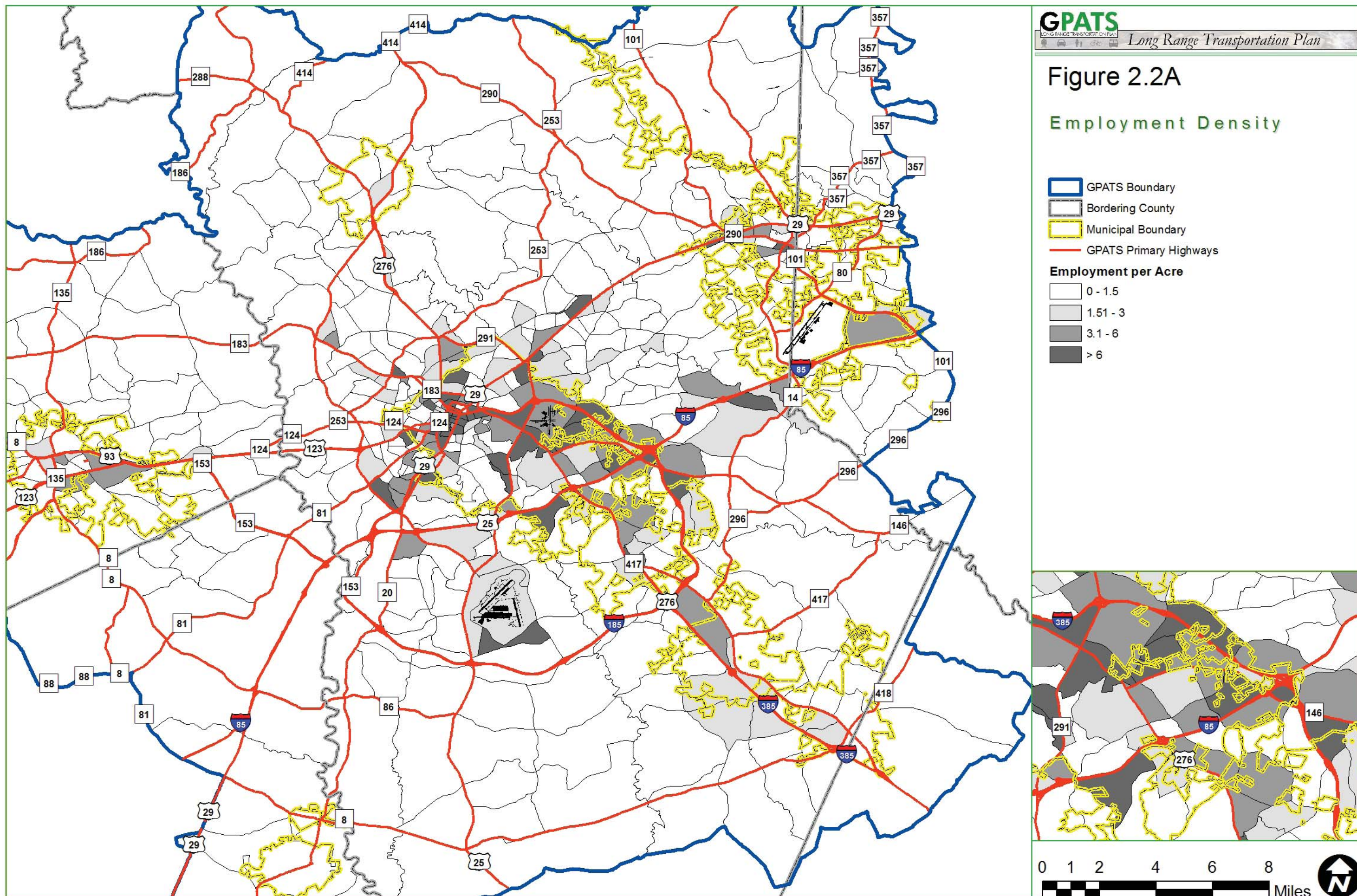
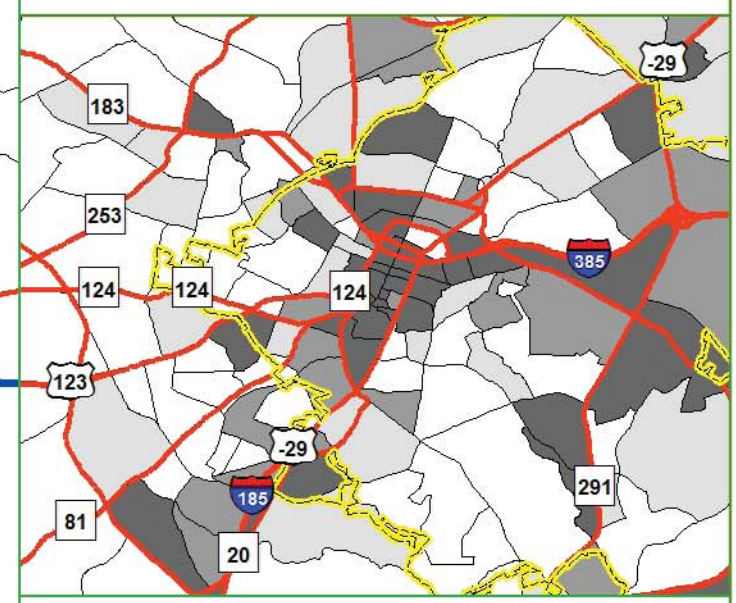
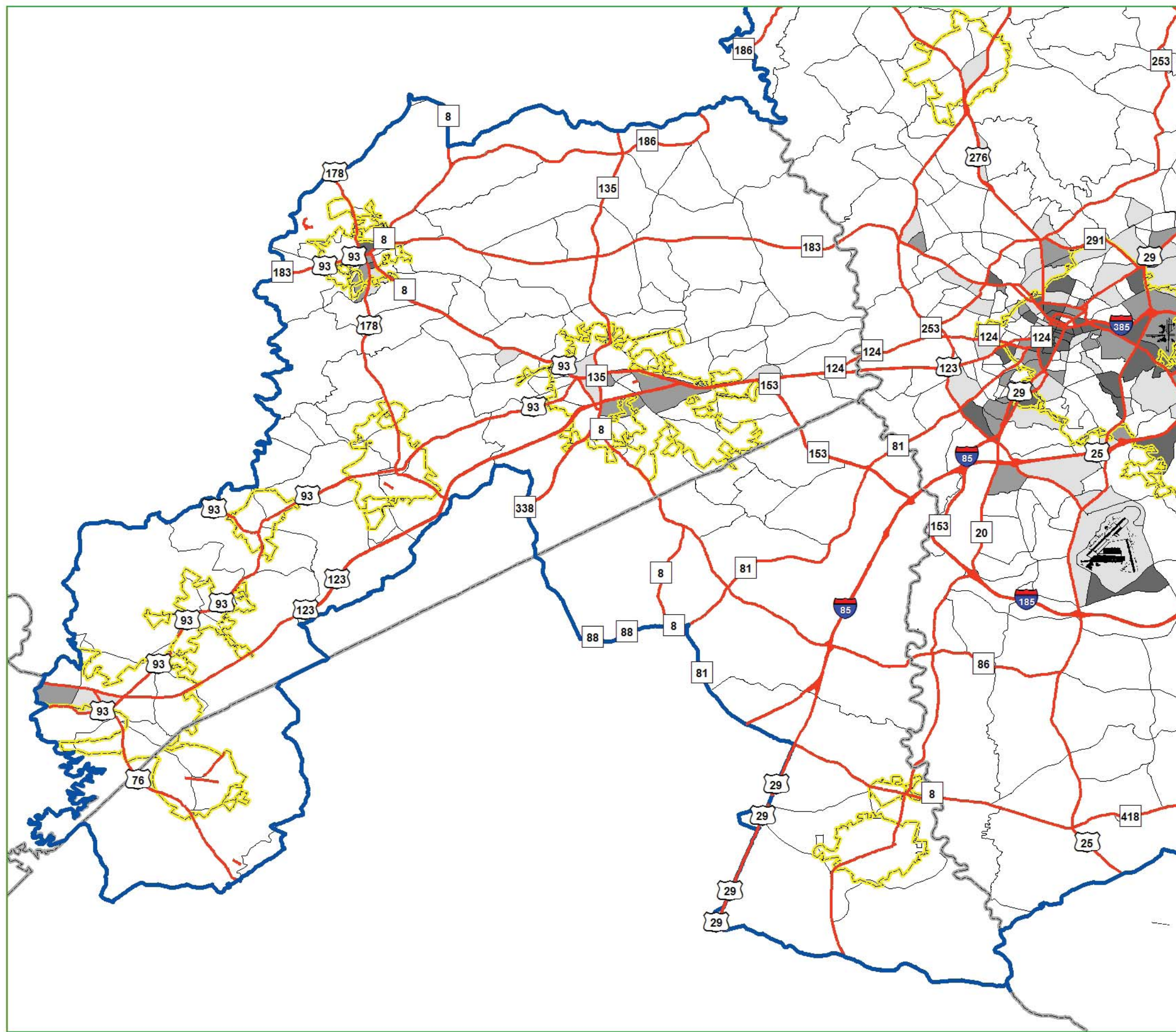




Figure 2.2B

Employment Density

- GPATS Boundary
  - Bordering County
  - Municipal Boundary
  - GPATS Primary Highways
- Employment per Acre**
- 0 - 1.5
  - 1.51 - 3
  - 3.1 - 6
  - > 6





## Existing Highways

Chapter 3 of the 2030 Long Range Transportation Plan (LRTP) provided details on the existing highway network, functional classification, congested corridors, high-crash locations, and includes a list of ranked road and intersection projects.

This update incorporates the Regional Travel Demand Model, which was updated in 2012 and 2013 by Kimley-Horn and Associates, using 2010 Census data (Figures 3.2A-F). As a result of the 2010 Census, the Greenville Urbanized Area expanded significantly and now includes several additional municipalities in Pickens County and Anderson County. All Census Urbanized Areas are required to be included in a Metropolitan Planning Organization such as GPATS, and the GPATS Policy Committee approved an expanded boundary to include these areas in early 2013.

Population and employment data from ESRI Business Analyst also were included, and were updated to reflect 2010 data.

The 2030 GPATS LRTP utilized the 2005 GPATS network, while this plan update was based on the 2010 GPATS network. The network was expanded again in 2013 to include eligible roads within the expanded GPATS boundary.




The plan update also includes vehicular crash data from 2004-2009, which was provided by the South Carolina Department of Public Safety. This data is taken into consideration during the project ranking process. The ranking process places emphasis on projects where the crash rate is above the median for the area, and projects that would improve two or more high-crash intersections.

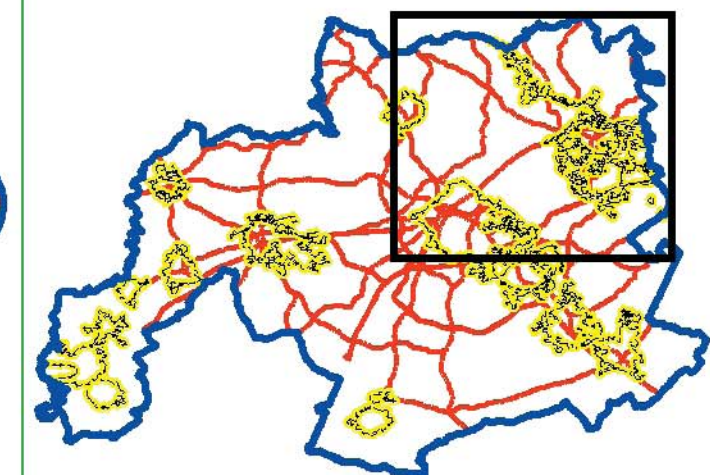
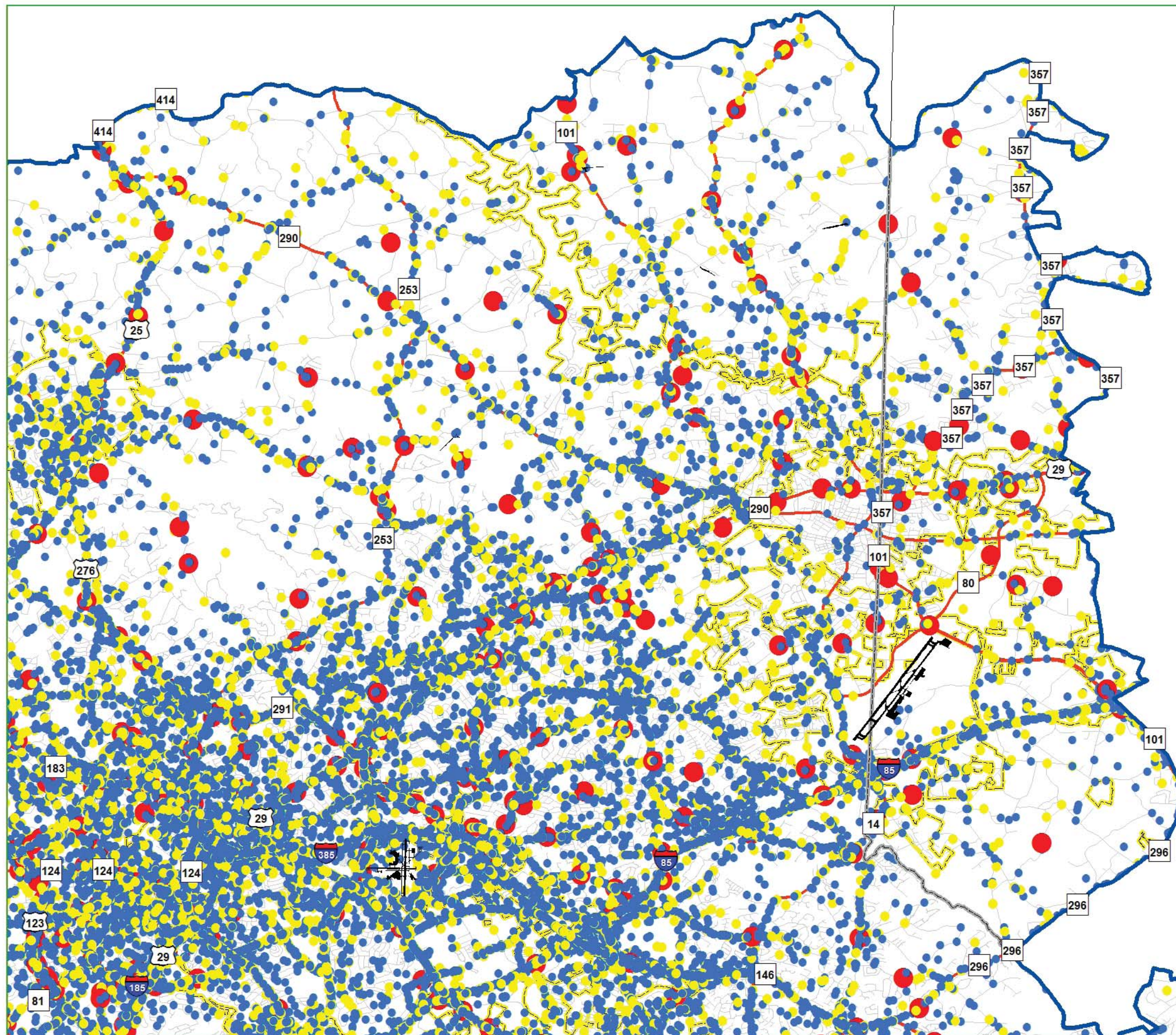
The vehicular crash data for the GPATS area is shown in Figures 3.1A through 3.1E. The roads with the highest number of crashes include Laurens Road, Haywood Road, Augusta Street, North Pleasantburg Drive, Woodruff Road, East North Street, Pelham Road, Church Street, Academy Street, Wade Hampton Boulevard, Faris Road, and Mauldin Road.



**Figure 3.1A**

**Crash Data  
2004-2009**



-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
- 2004-2009 Crash Points**
  -  Fatalities
  -  Injuries
  -  No Fatalities/Injuries

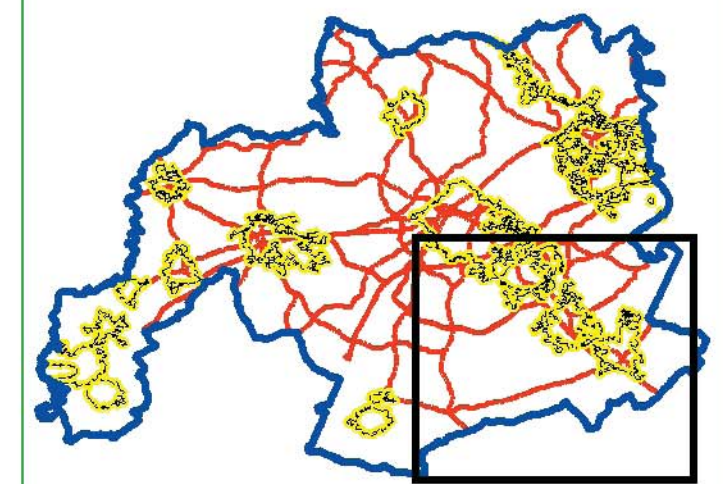
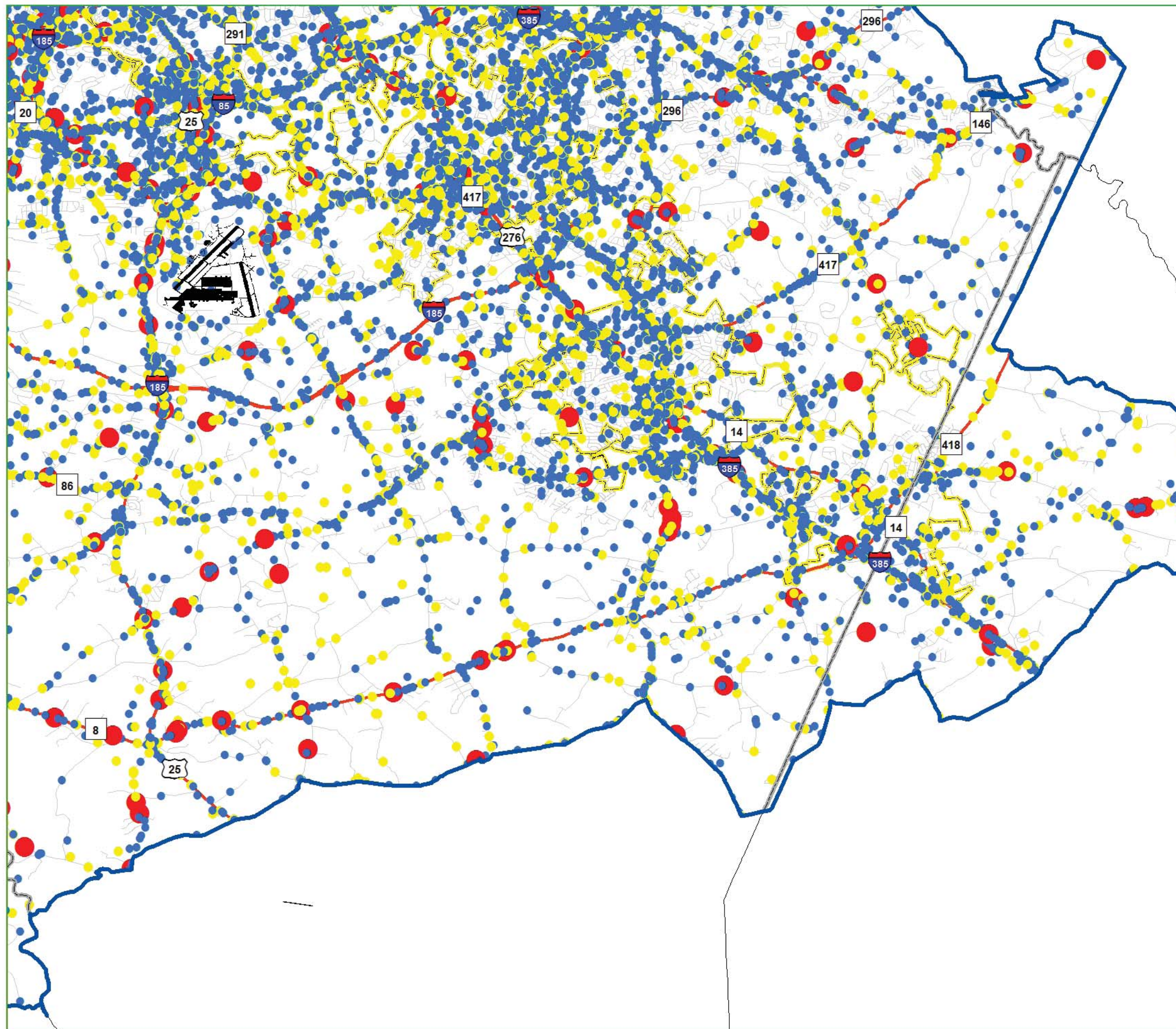




**Figure 3.1B**

**Crash Data  
2004-2009**

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
- 2004-2009 Crash Points**
  -  Fatalities
  -  Injuries
  -  No Fatalities/Injuries

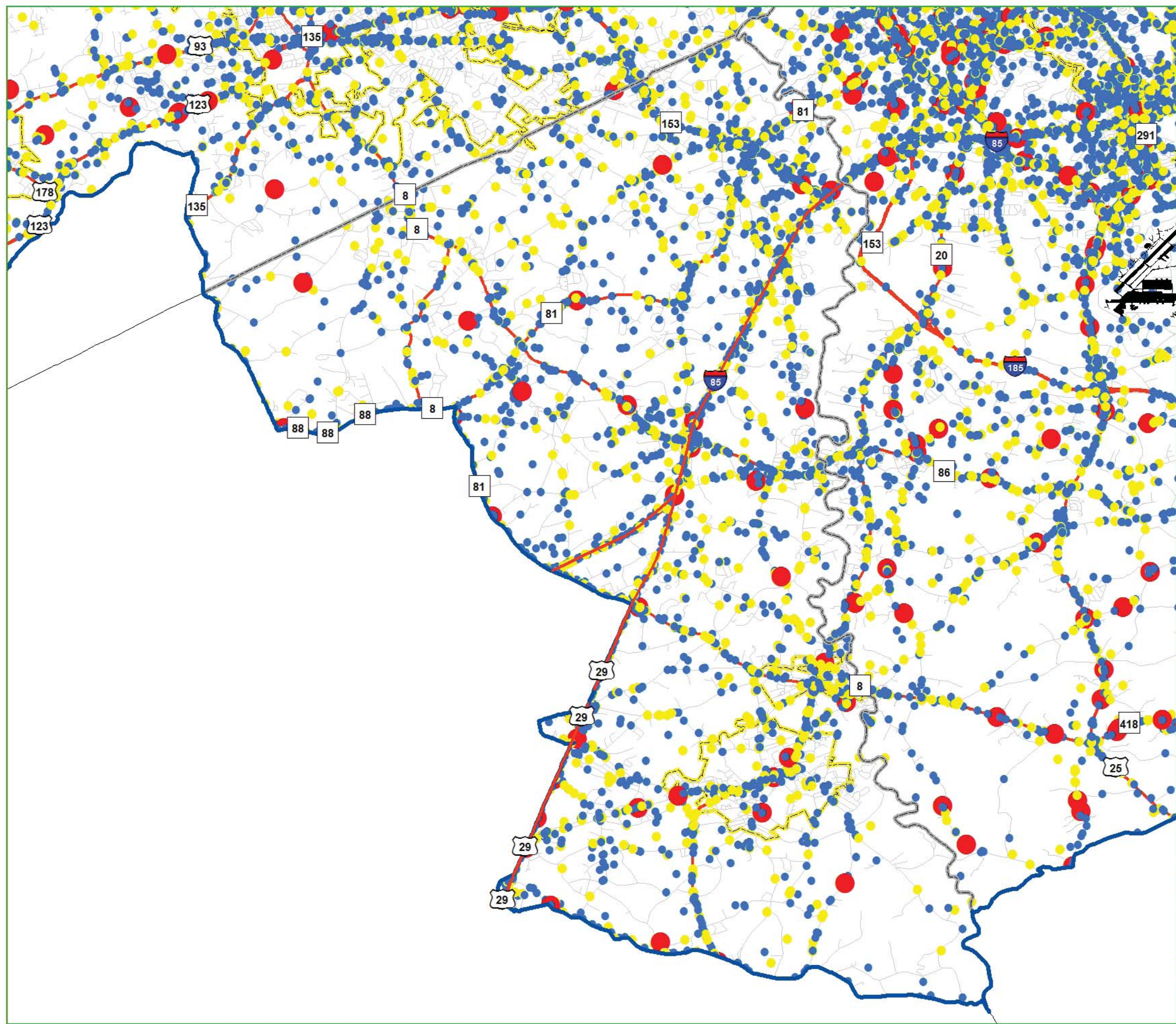


0 0.5 1 2 3 4  
Miles

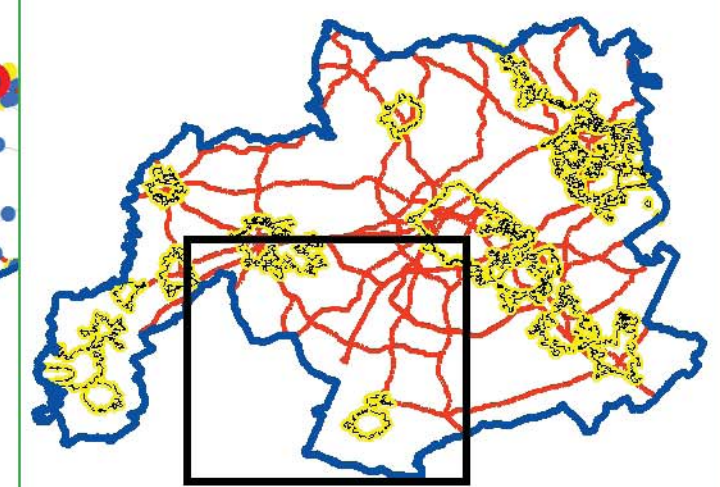




**Figure 3.1C**  
**Crash Data**  
**2004-2009**











- GPATS Boundary
  - Bordering County
  - Municipal Boundary
  - GPATS Primary Highways
  - Street Center Line
- 2004-2009 Crash Points**
- Fatalities
  - Injuries
  - No Fatalities/Injuries

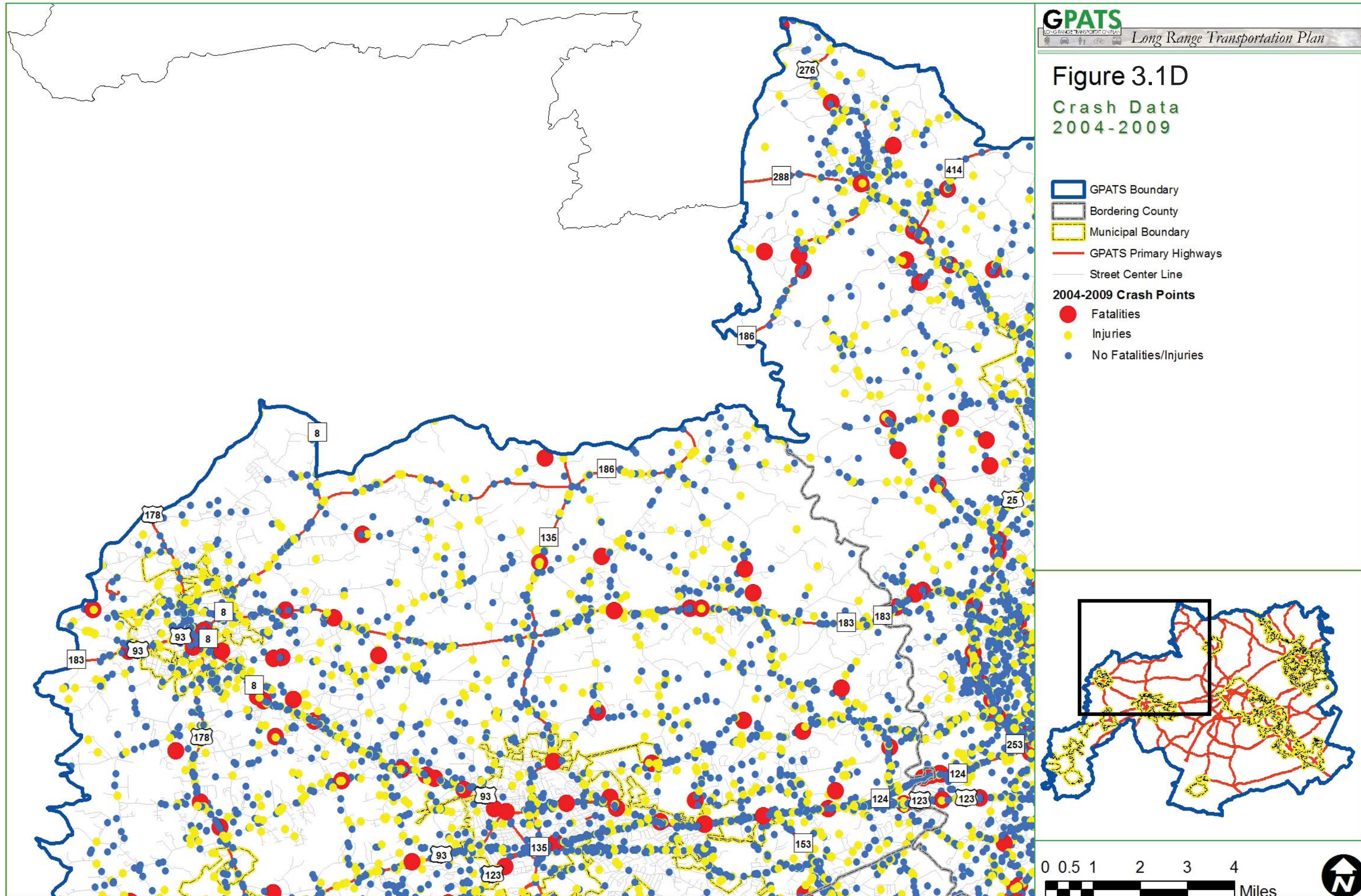




**Figure 3.1D**

**Crash Data  
2004-2009**








-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
- 2004-2009 Crash Points**
  -  Fatalities
  -  Injuries
  -  No Fatalities/Injuries





**Figure 3.1E**

**Crash Data  
2004-2009**

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
- 2004-2009 Crash Points**
  -  Fatalities
  -  Injuries
  -  No Fatalities/Injuries

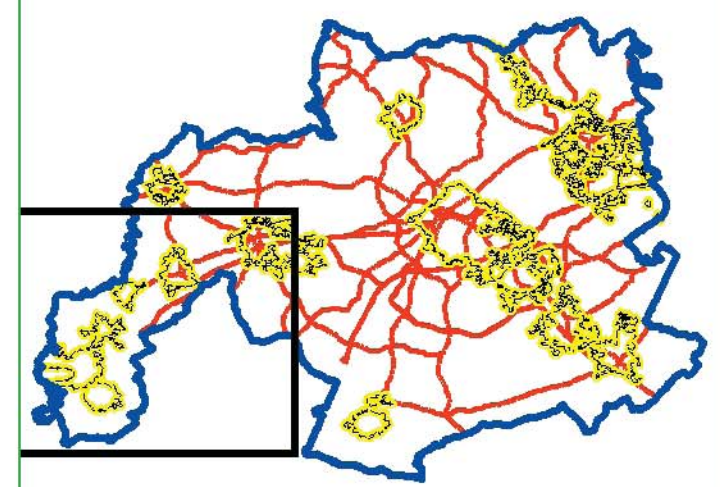
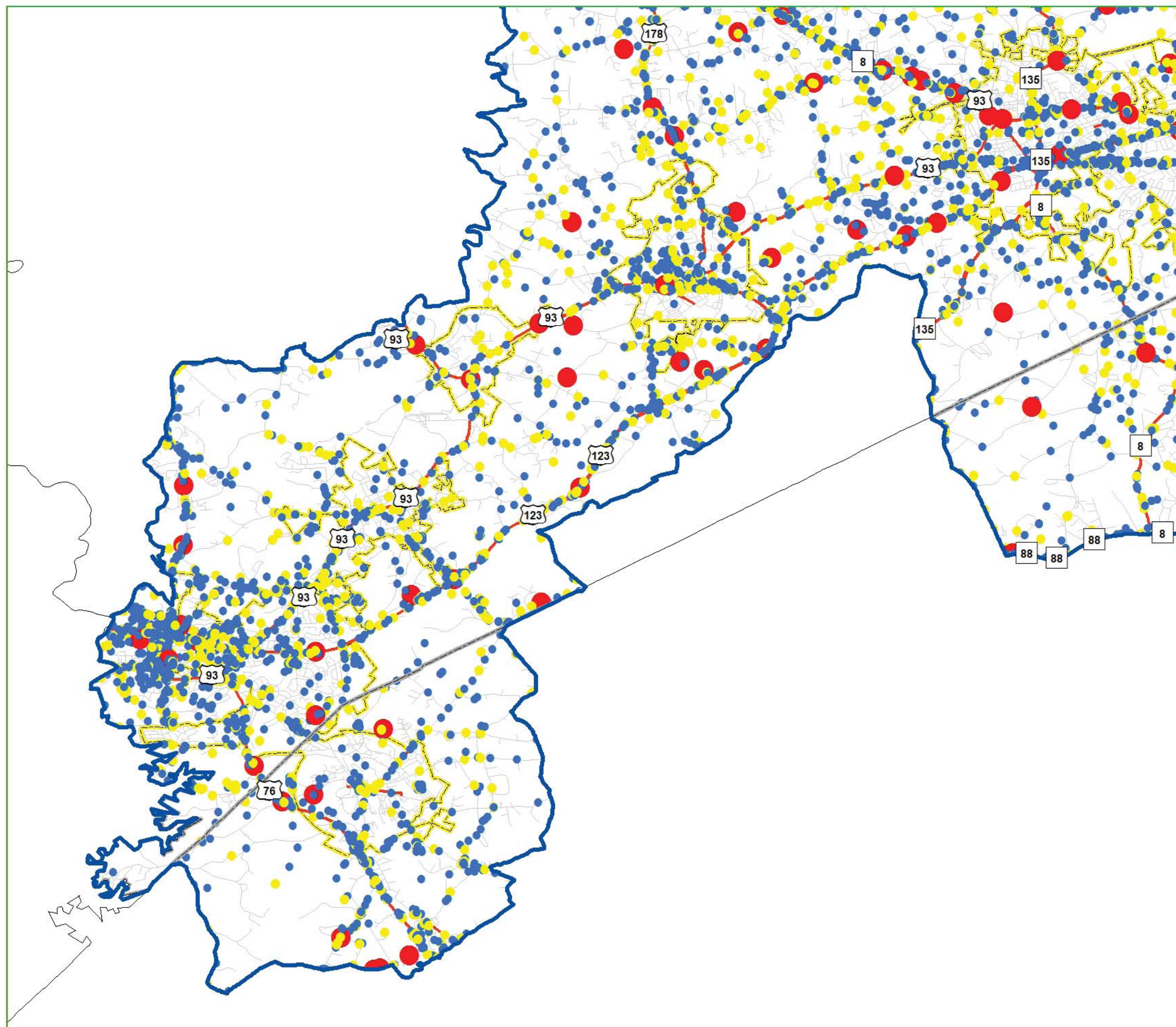




Figure 3.2A

2010 Congested Corridors

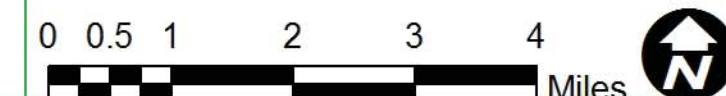
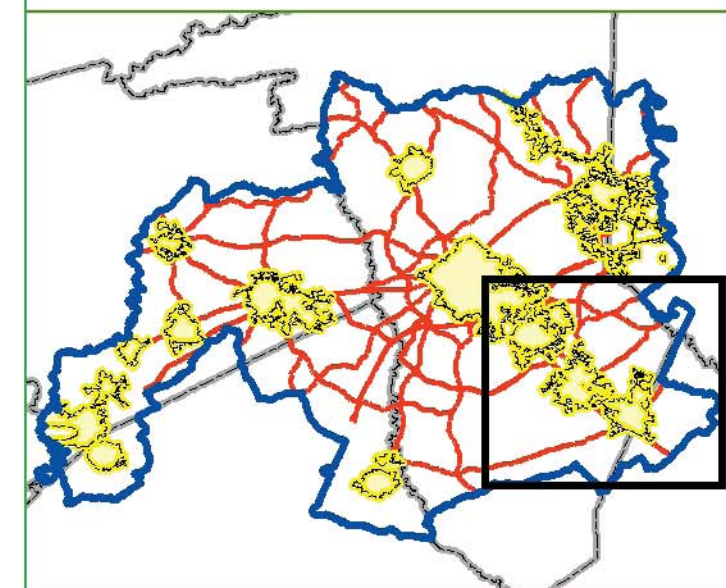
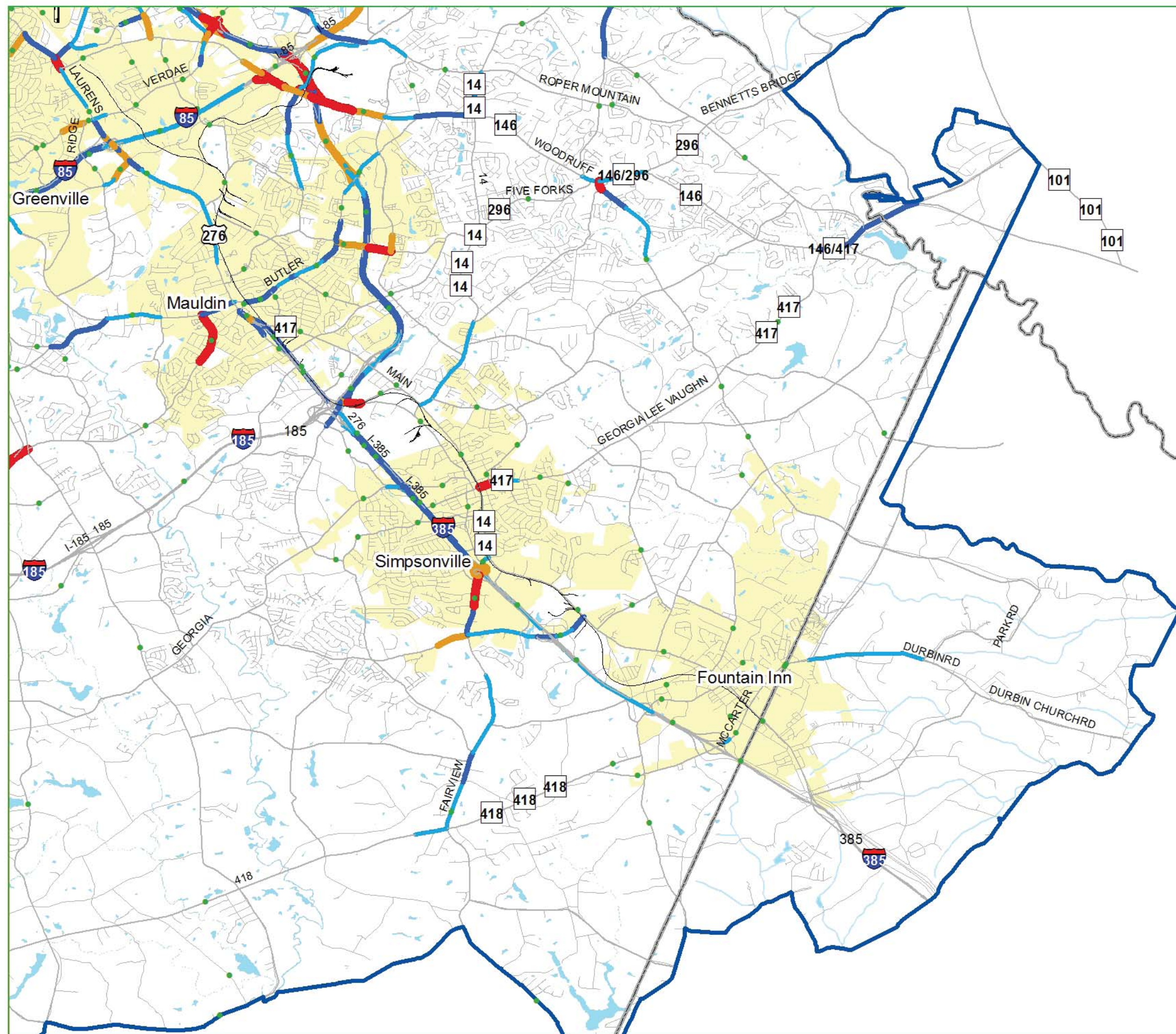
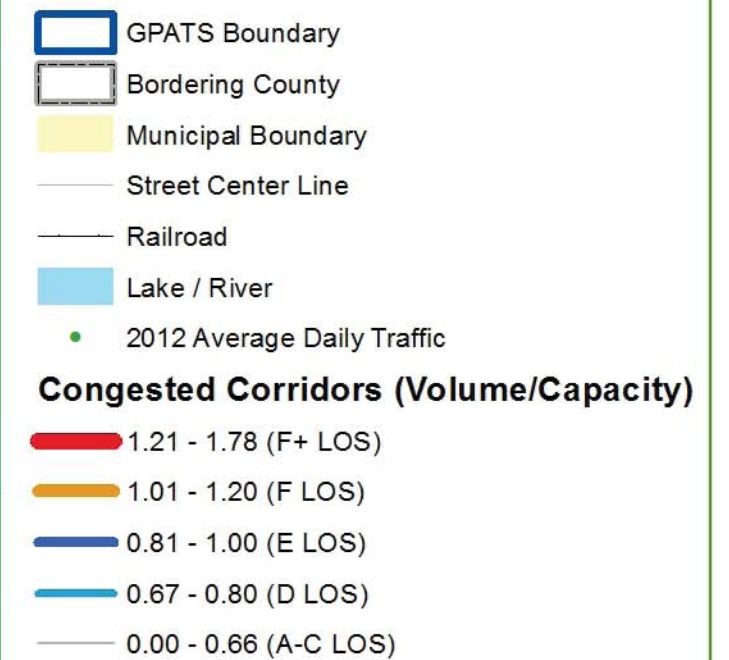




Figure 3.2B

2010 Congested Corridors

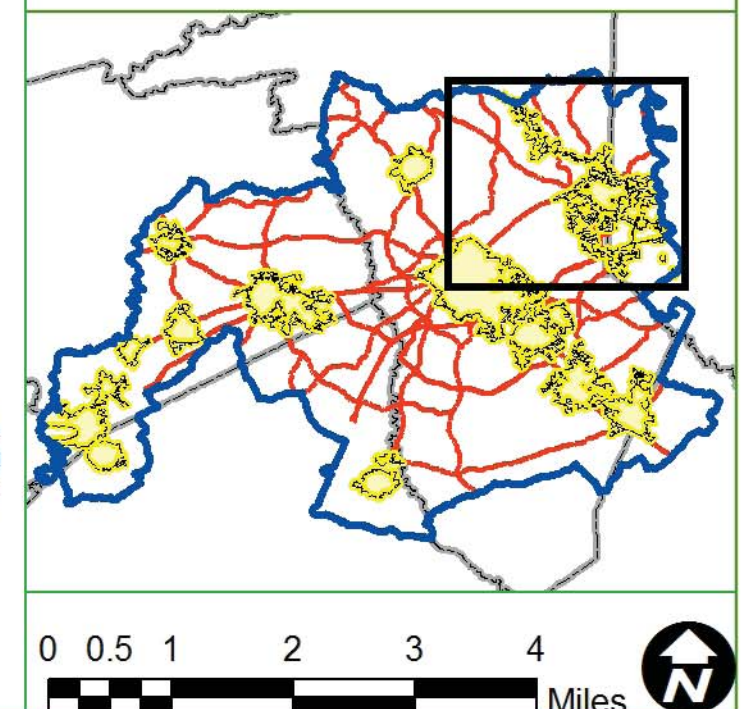
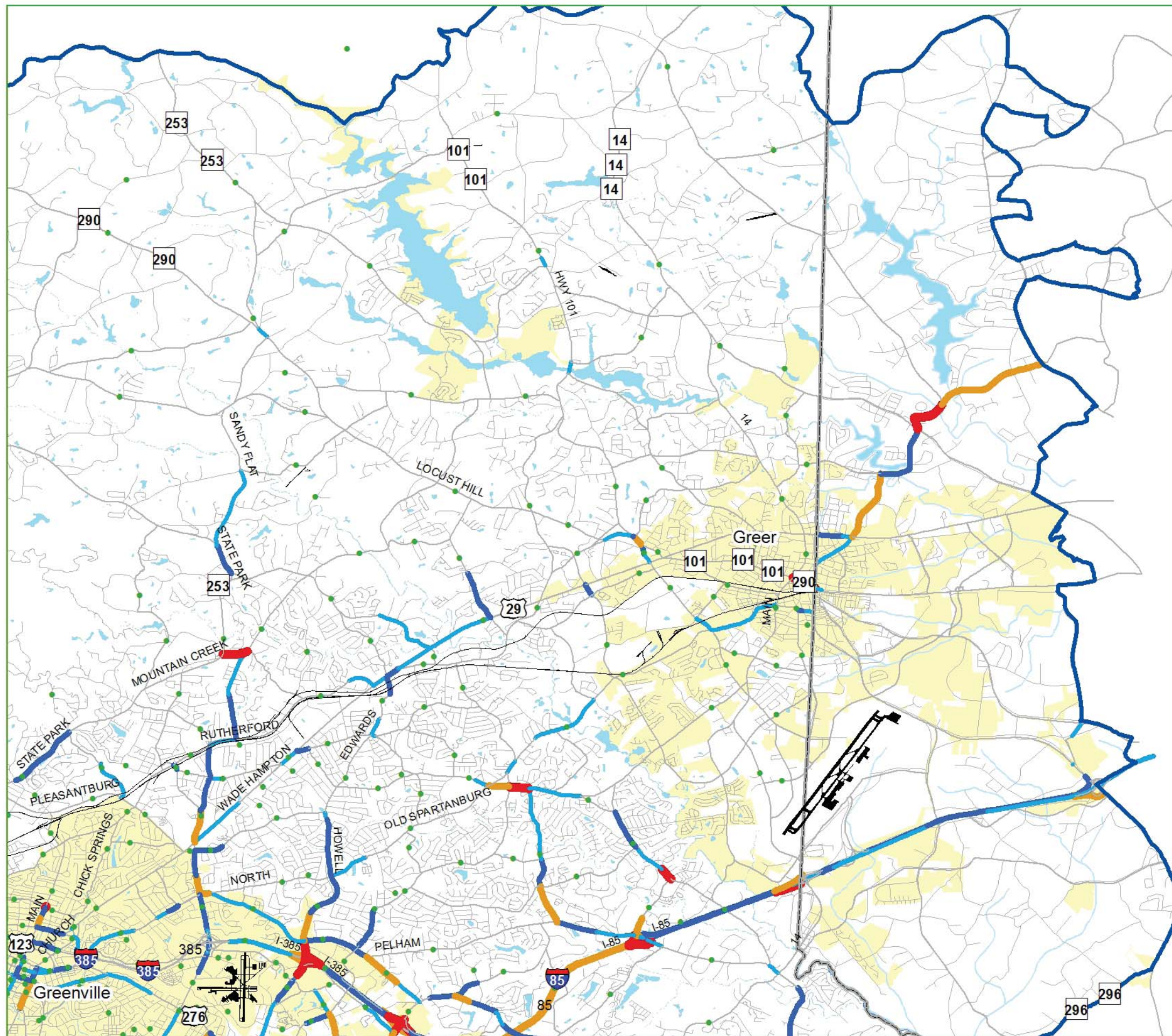
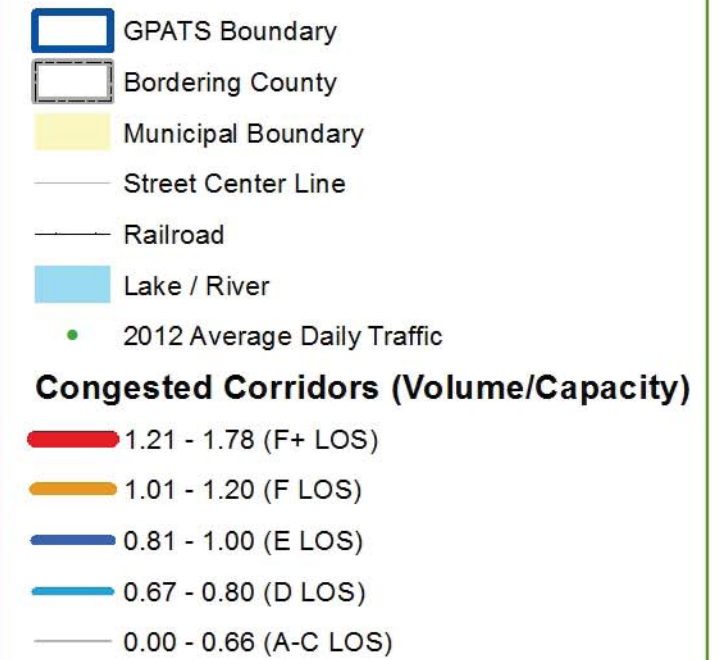
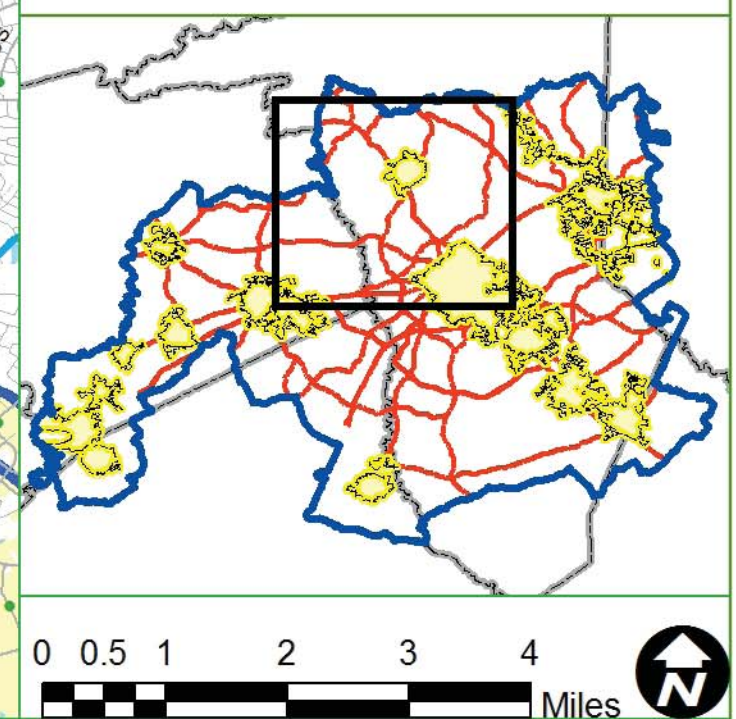
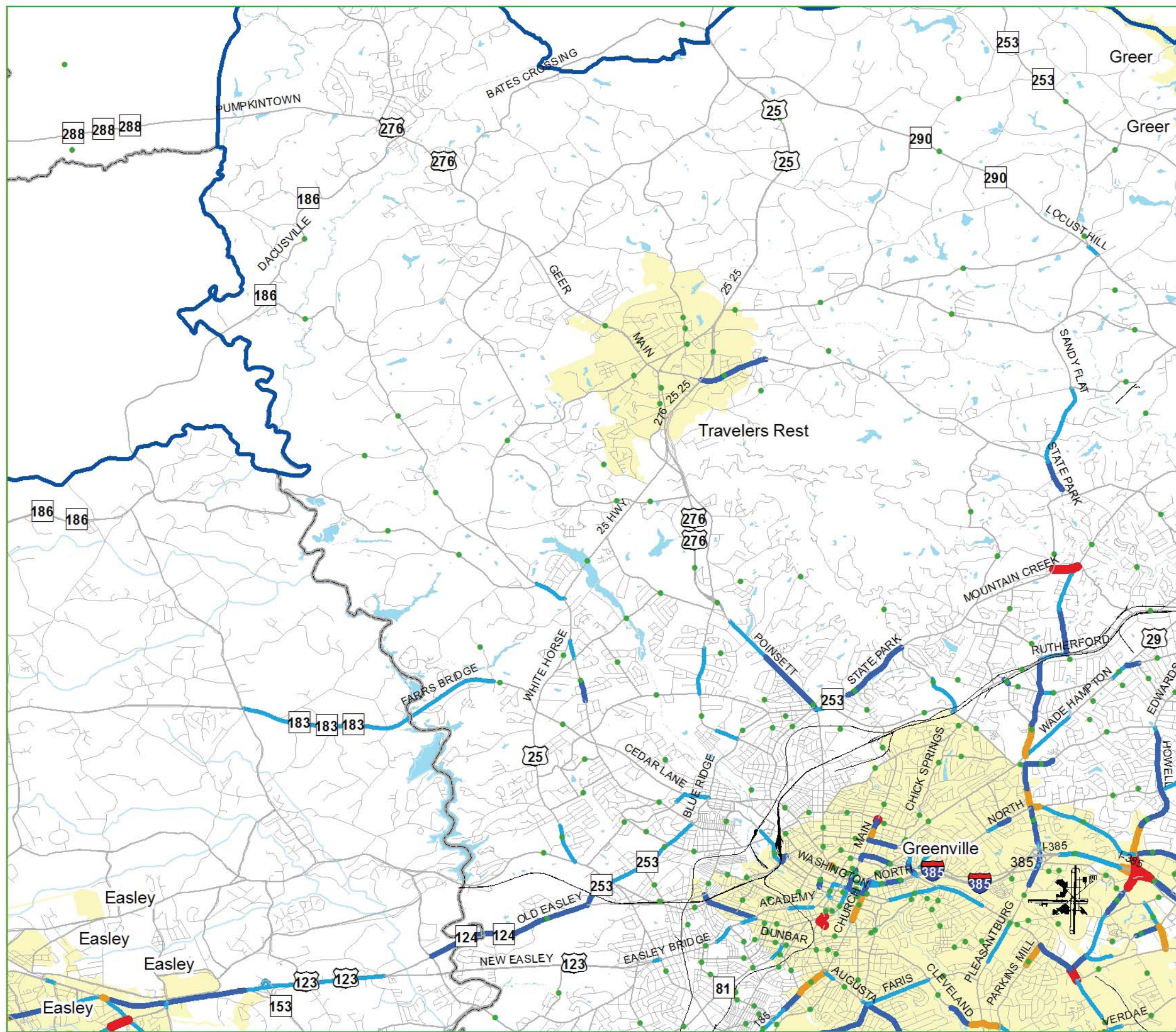




Figure 3.2C

2010 Congested Corridors

- GPATS Boundary
  - Bordering County
  - Municipal Boundary
  - Street Center Line
  - Railroad
  - Lake / River
  - 2012 Average Daily Traffic
- Congested Corridors (Volume/Capacity)**
- 1.21 - 1.78 (F+ LOS)
  - 1.01 - 1.20 (F LOS)
  - 0.81 - 1.00 (E LOS)
  - 0.67 - 0.80 (D LOS)
  - 0.00 - 0.66 (A-C LOS)





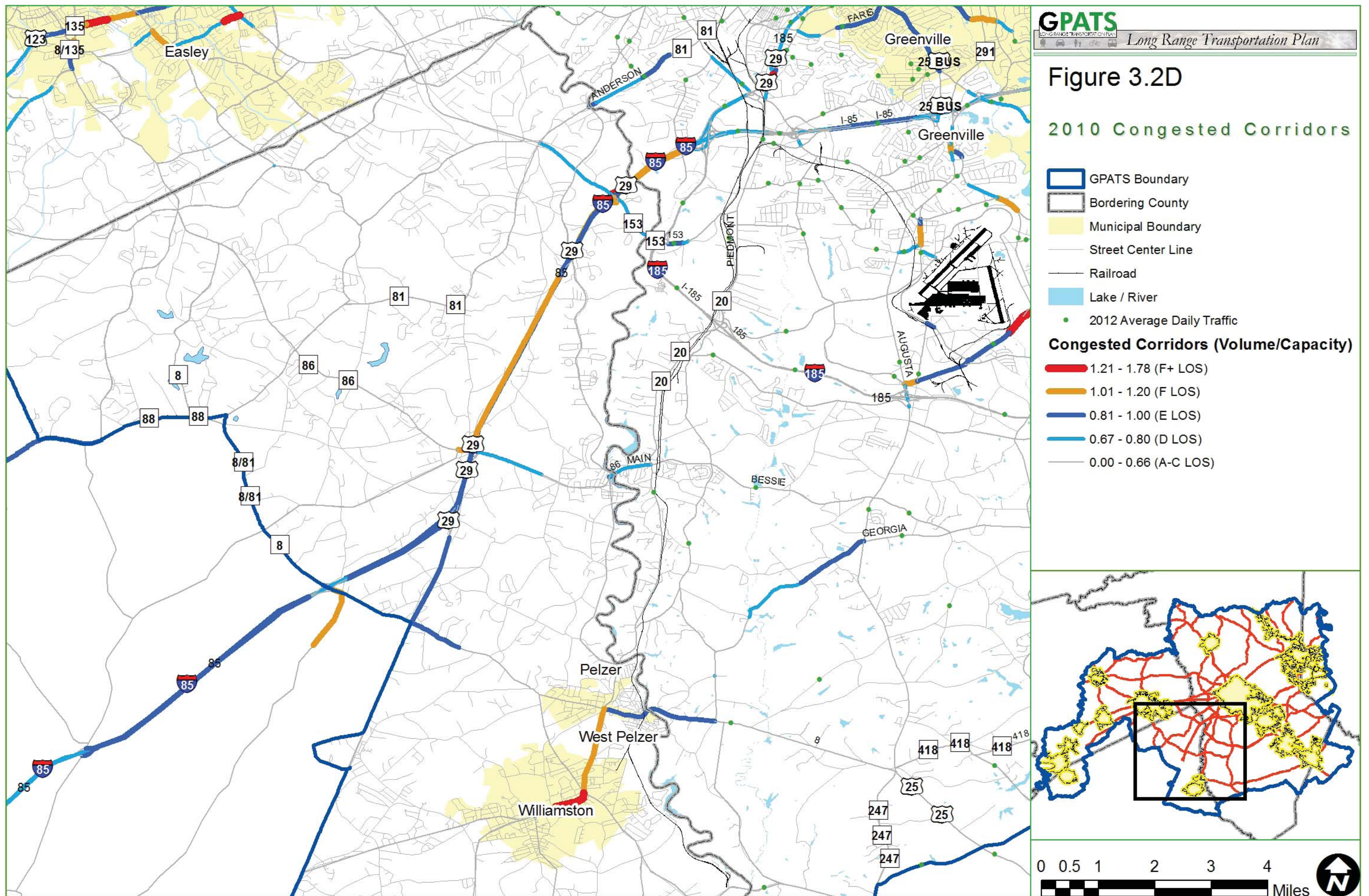




Figure 3.2E

2010 Congested Corridors

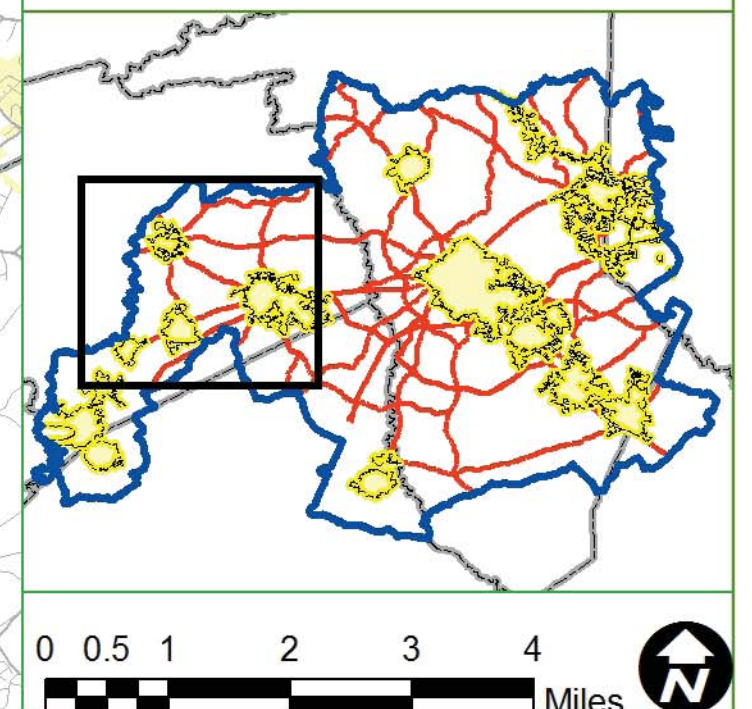
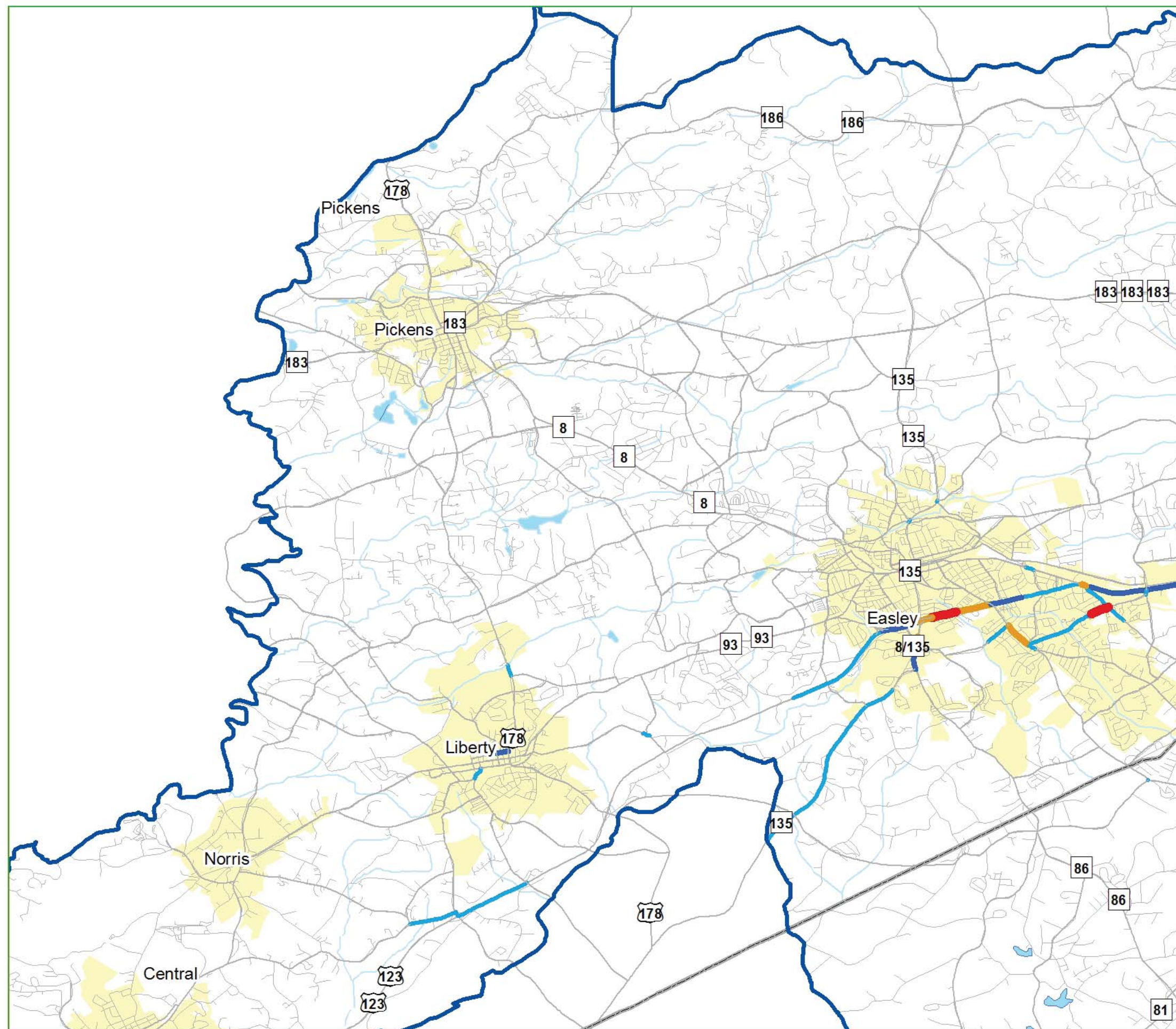
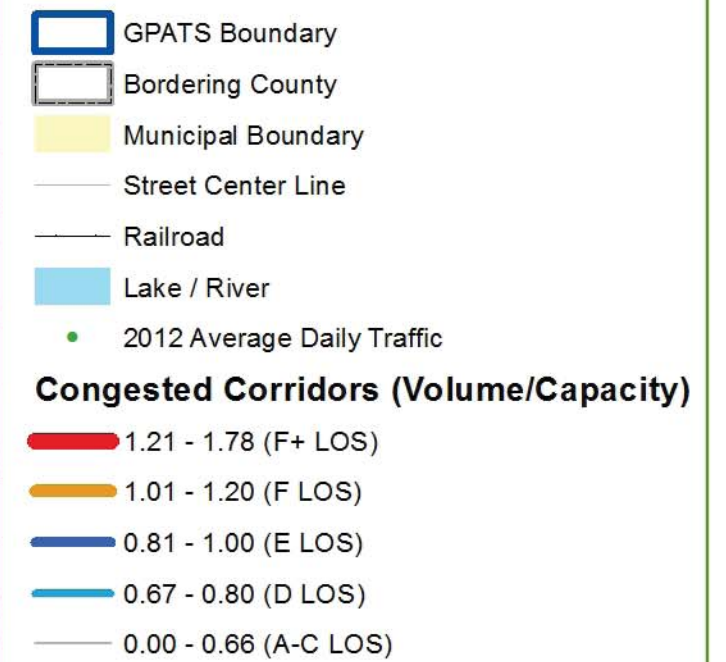
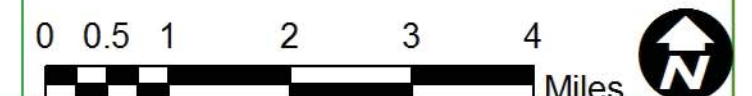
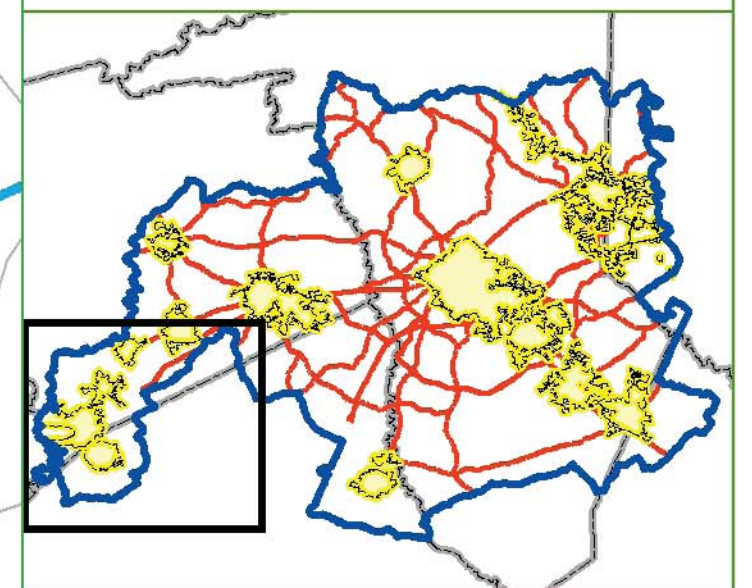
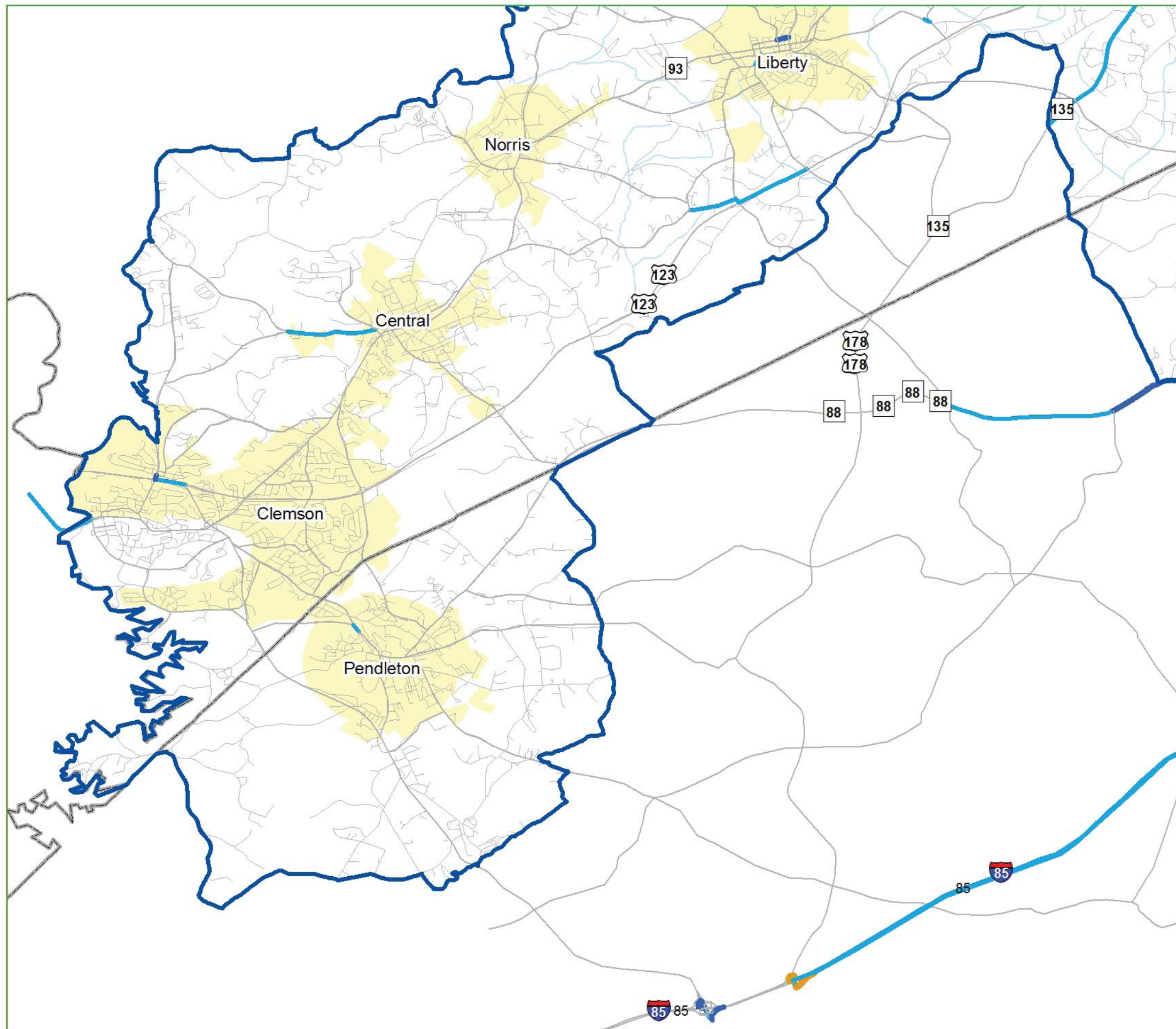
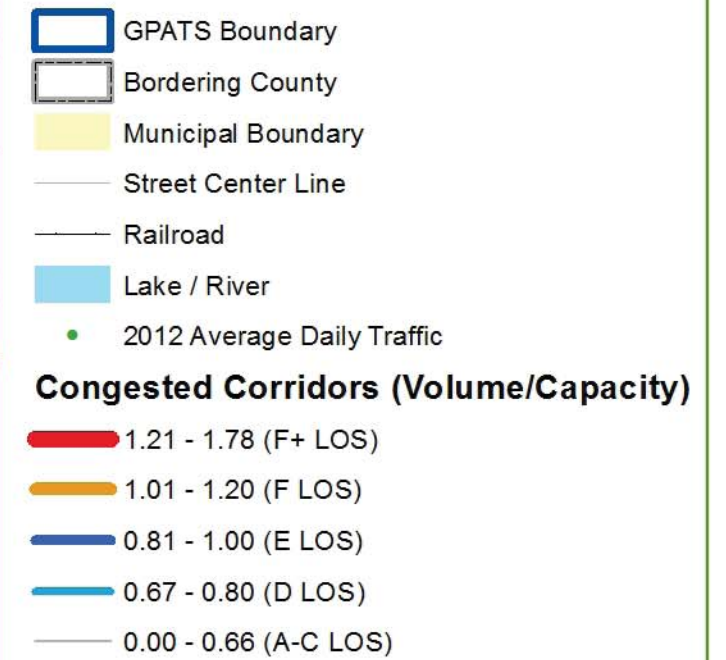




Figure 3.2F

2010 Congested Corridors





## Future Highways

The 2035 Long Range Transportation Plan includes an update of road and intersection priority lists. The projects were evaluated using an approved set of criteria, and include project requests from the areas brought into GPATS in March 2013. Several public meetings were held in July 2013 to gather public input and collect additional project requests from the newly added GPATS areas.

All projects were evaluated based on data from the Regional Travel Demand Model, which was updated in 2012 and 2013 by Kimley-Horn and Associates. Various transportation, demographic, economic, and environmental data were used to create three model scenarios: the existing conditions model (base year 2010); a model showing projected conditions in 2035 if no road improvements are made; and a model showing projected conditions in 2035 if the projects included in this plan update are funded and implemented. The three model scenarios are shown in Figures 4.2A through 4.4B.

### Intersection Project Evaluations

Intersection projects were evaluated based on seven criteria categories, each of which includes a 1 to 3 scale. The number of crashes per year is evaluated, where a score of 3 equals 7 crashes or more, a score of 2 equals 3 to 6 crashes, and a score of 1 equals 2 crashes or fewer. Traffic volume on the larger of the two routes is measured, where a score of 3 equals 3,500 vehicles per day or more, a score of 2 equals 1,001 to 3,499 vehicles per day, and a score of 1 equals 1,000 vehicles per day or fewer. The same scale is applied to traffic counts on the smaller of the two routes being evaluated.

Points are awarded based on the type of road being improved. If there is a regional highway being improved as part of an intersection project, it receives a score of 3. A local thoroughfare receives a score of 2, and a collector road receives a score of 1. Local streets do not receive any points. If the project serves an existing major commercial area, 3 points are awarded. Two points are awarded for either a major residential or minor commercial area, and 1 point is awarded for a future major development area.

More points are given if the angle of the intersection makes it difficult for drivers to navigate. An angle of 45 degrees or less receives 3 points; an angle of 46 to 75 degrees receives 2 points; and an angle of 76 to 90 degrees receives 1 point. One point each

is given for each of the following features: offset intersection; one or more fatalities in the last three years; a five-point intersection; limited sight distance; and an existing signalized intersection without left-turn lanes.

### Road Project Evaluations

Several of the evaluation criteria for road projects are based on data from the GPATS Travel Model. Each project is evaluated based on the current and future Level of Service, which is a measure of congestion. Roads with more severe congestion (current and projected in the future) are awarded more points, up to a maximum of 10. Points also are awarded based on the projected improvement in the level of congestion if a particular project is built. Projects that are expected to greatly reduce congestion are awarded more points than those that are not.

A project will receive 4 points if it connects two or more roads classified as arterials, and 2 points if it connects one arterial or at least two roads classified as collectors. A project will receive 4 points if it completes a major corridor in the regional highway system, and 2 points if it improves a critical segment in a corridor. Four points are awarded to a project that improves a road in the state truck network, and 2 points are awarded to a project that improves access to major freight centers.

Potential projects also are evaluated based on their potential safety improvements. Ten points are given for a project involving a road with a crash rate in the top 25% for the county, 7 points if the crash rate on the road is above the median for the county, and 4 points if the project would improve two or more high-crash intersections. Two points are awarded to projects that would improve public transit safety, and 4 points are awarded for improved pedestrian or bicycle safety.

Points are awarded for the following access management features: 4 points if a project provides an alternative route in a congested corridor, and 1 point each if a project adds a raised along at least half of the project’s length, closes minor intersections, or eliminates existing at-grade railroad highway crossing.

Points are awarded to projects that support compact urban centers and/or non-automobile transportation as follows: 4 points if the project provides an alternate route to a city’s Main Street, 3 points if the project creates a Main Street environment, and 2 points if the project promotes urban revitalization; 3 points each if the project includes bicycle facilities, pedestrian facilities, or transit access.

## Highway Element: Future



*Road Project Evaluations, continued*

Projects are evaluated based on several criteria related to environmental justice/equity. The criteria include: project is widely supported in the community (3 points), improves community businesses and employment (3 points), supports development of affordable housing (2 points), improves access to transit service (1 point), improves bicycle and pedestrian facilities (1 point), harms transit access (-1 point), harms bicycle and pedestrian mobility (-1 point), displaces community residents (-2 points), harms community businesses and employment (-3 points), and is widely opposed in the community (-3 points).

Criteria also include environmental/natural features and cultural and community resources, for which points are awarded as follows: floodplains and floodways (-1 to 1), wetlands (-1 to 1), river and stream crossings (-1 to 1), threatened or endangered species (-1 to 1), Superfund sites (-1), environmental hazards (-1), churches (-1 to 1), cemeteries (-1 to 1), schools (-1 to 1), parks and open space (-1 to 1), historic sites (-1 to 1), disrupts or fragments community (-2 to 0).

Finally, projects are evaluated based on their constructability and cost. Projects that are expected to have a high impact on homes are awarded negative points, on a -6 to -2 scale. Projects that would encounter extensive steep slopes receive -2 points, while those with moderate slopes receive -1. Projects that are projected to have a higher cost per capacity mile receive -2 or -1 points, while those with lower cost per capacity mile receive 1 or 2 points.

Using the criteria listed above, all road projects and intersection projects were ranked and a numbered list was created. There are 93 road projects included in the 2035 Long Range Transportation Plan, along with 65 intersection projects.

As of the plan completion date, GPATS had not received the new Guidesshare annual funding figure from SCDOT. Guidesshare amounts were being updated for all MPOs statewide due to expansion of several MPOs and the creation of a new MPO following the 2010 Census. Guidesshare was estimated and projected based on current funding levels in order to establish the fiscal constraint line on the road project list. With an estimated \$237 million available for road projects through 2035, GPATS would be able to fund the first 21 of the projects on the priority list. The project lists are shown in Table 1, pg 4-9 & 4-10.

The projects that fall within the predicted fiscal constraint amount include:

the Woodruff Road parallel route  
Woodruff Road from Woodruff Industrial to Smith Hines  
SC 153 from US 123 to Interstate 85  
SC 153 from Three Bridges Road to Interstate 85  
Grove Road from White Horse Road to Faris Road  
Farrs Bridge Road from Groce Road to Hamburg Road  
SC 8 from St. Paul Road to SC 135  
US 29 from Interstate 85 to Brezeale/Cheddar  
Howell Road from East North Street to Edwards Road  
Park Woodruff Extension from Carolina Point to Miller Road  
Miller Road from Woodruff Road to Old Mill Road  
Fairview Road from Harrison Bridge to SC 418  
Conestee Road from Mauldin Road to Fork Shoals Road  
Harrison Bridge Road from Fairview Road to Neely Ferry Road  
Verdae Point Drive from Verdae to Carolina Point Parkway  
Bridges Road from Butler Road to Holland Road  
Bennetts Bridge Road from Woodruff Road to Brockman McClimon Road  
US 123 from SC 93 to SC 8  
Bridges Road from Interstate 385 to Holland Road  
the Beattie/College Corridor from Church Street to Academy Street  
and West Main Street in Williamston from Anderson Drive to Greenville Drive.

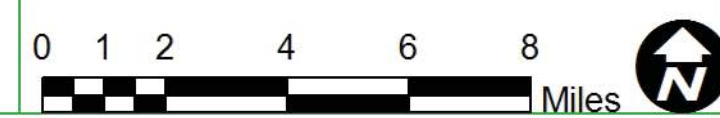
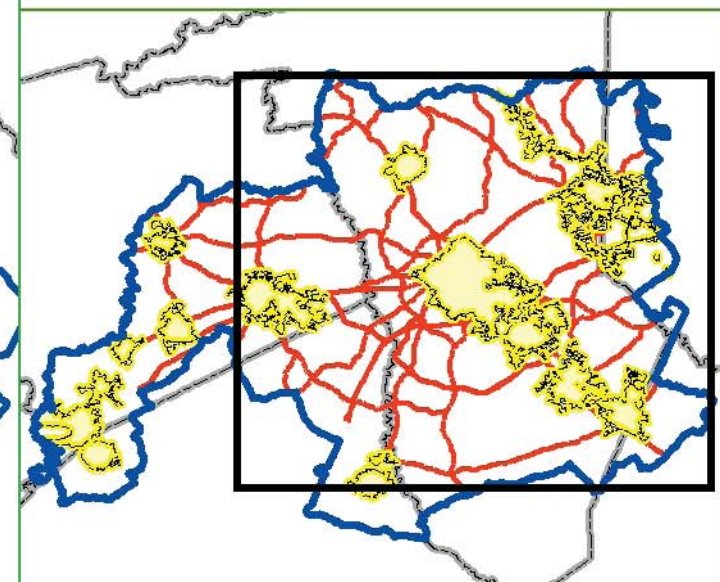
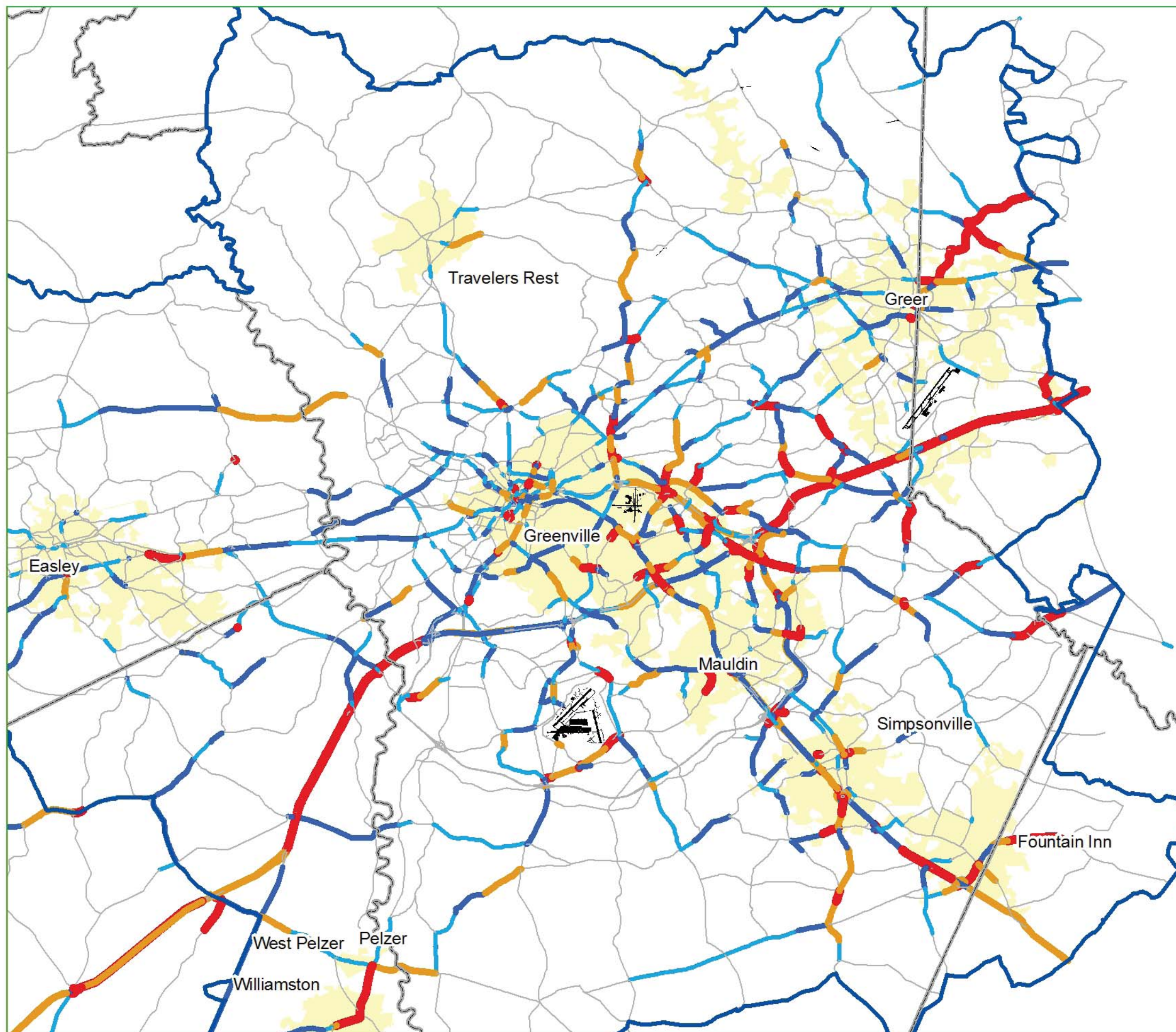
For more information on these projects, see Table 2, p. 4-11



Figure 4.2A

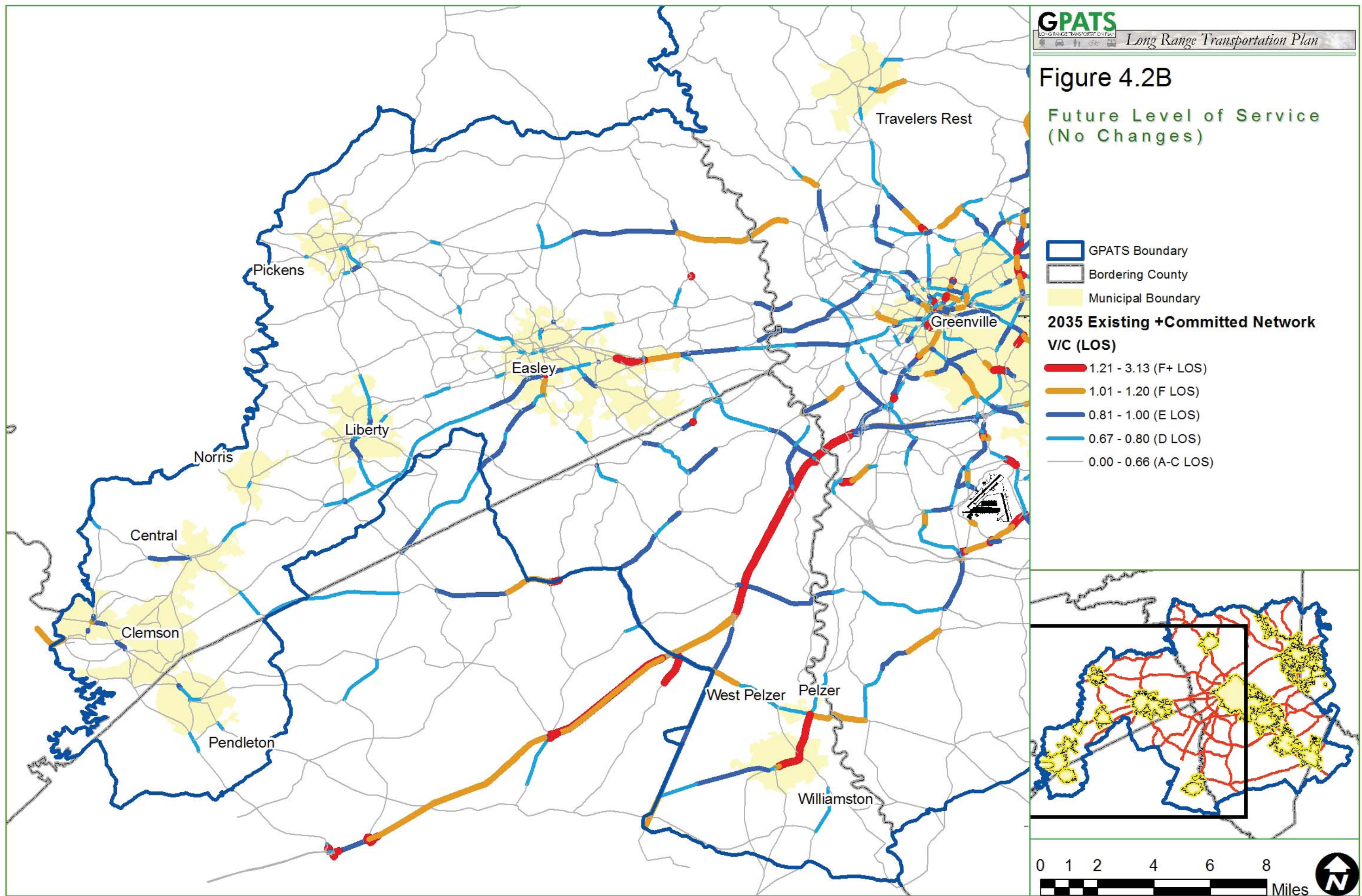
Future Level of Service  
(No Changes)

- GPATS Boundary
- Bordering County
- Municipal Boundary
- 2035 Existing + Committed Network V/C (LOS)**
  - 1.21 - 3.13 (F+ LOS)
  - 1.01 - 1.20 (F LOS)
  - 0.81 - 1.00 (E LOS)
  - 0.67 - 0.80 (D LOS)
  - 0.00 - 0.66 (A-C LOS)



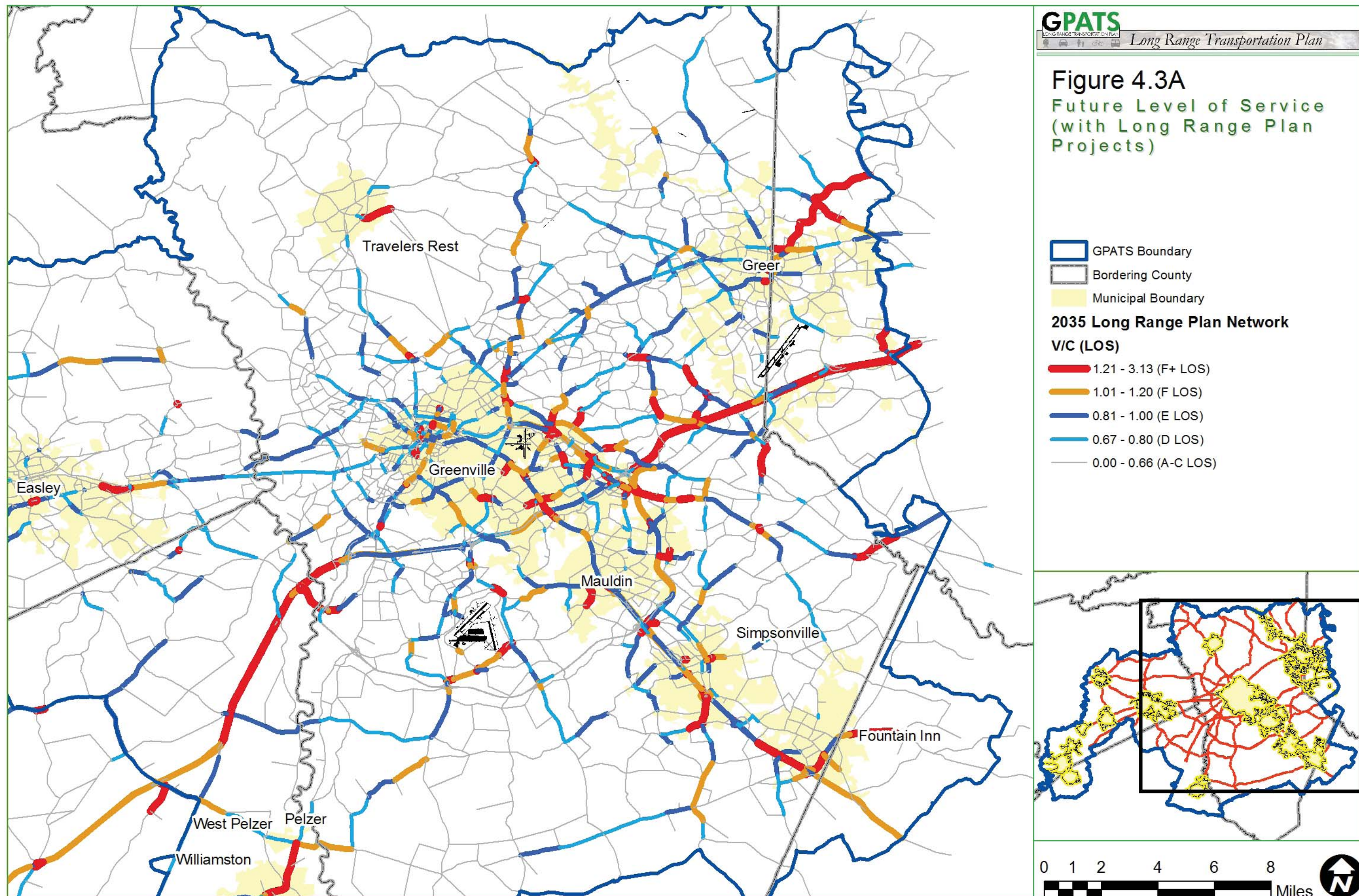


**Figure 4.2B**  
Future Level of Service  
(No Changes)



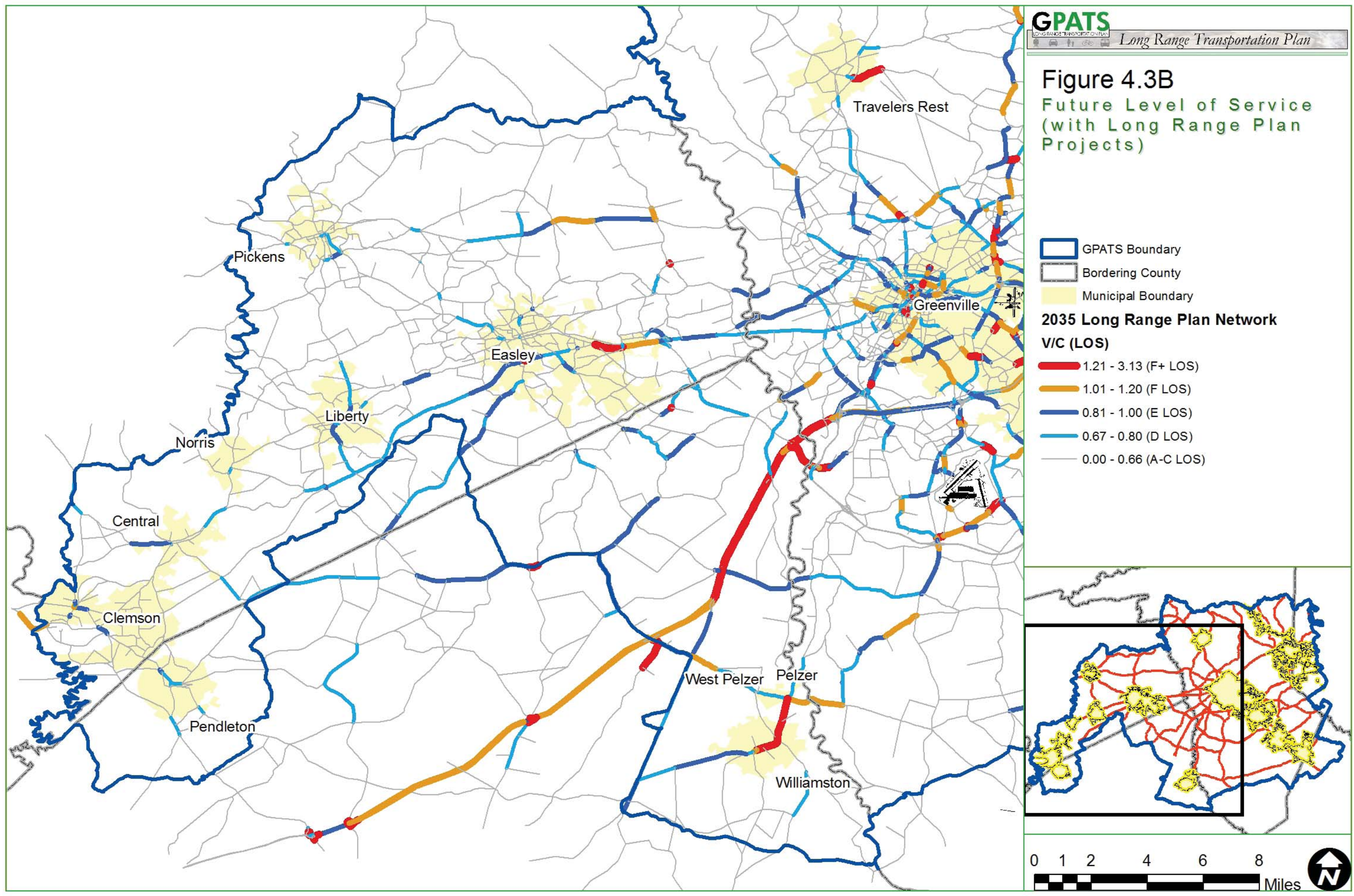


**Figure 4.3A**  
Future Level of Service  
(with Long Range Plan  
Projects)



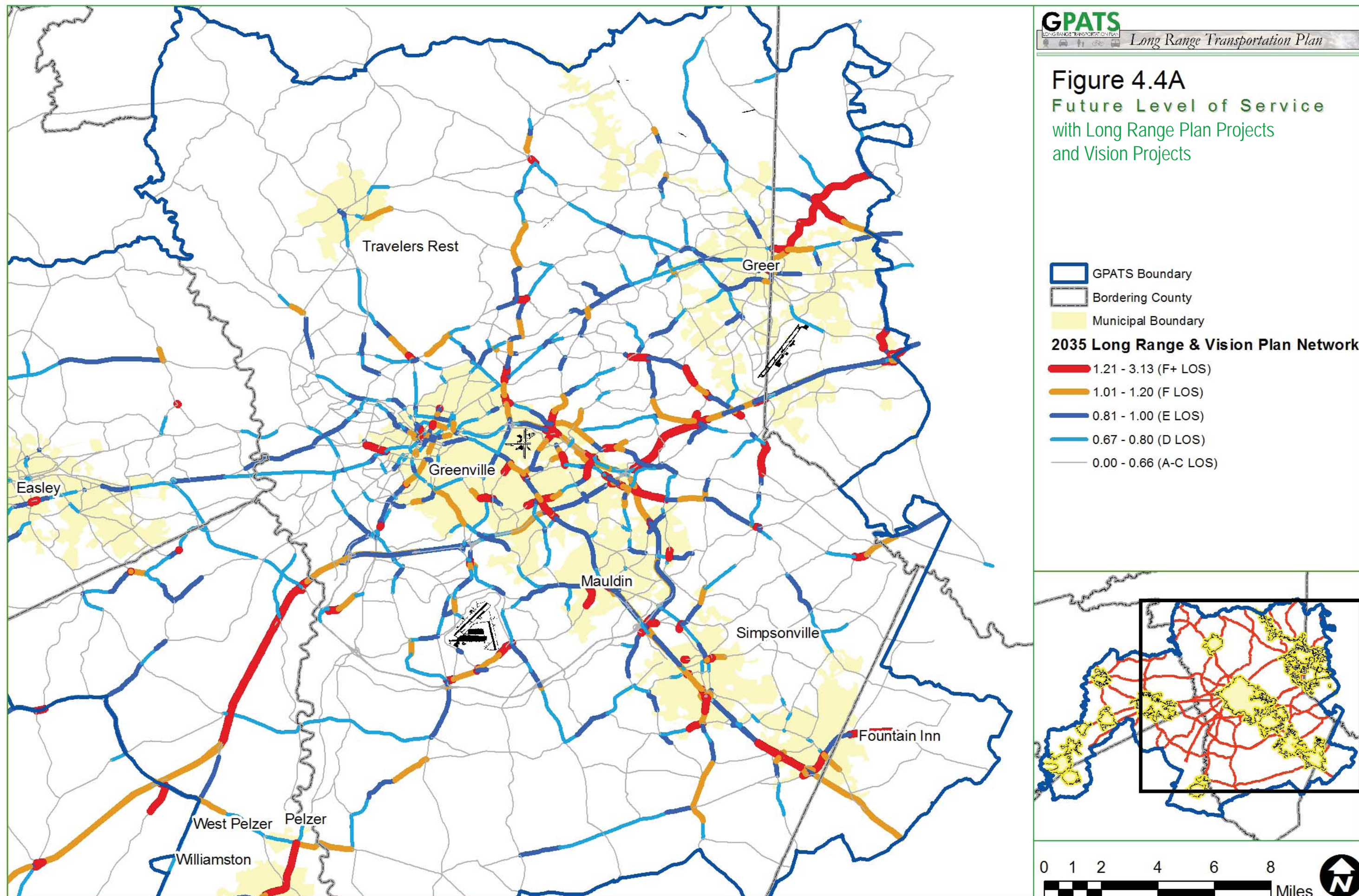


**Figure 4.3B**  
Future Level of Service  
(with Long Range Plan  
Projects)



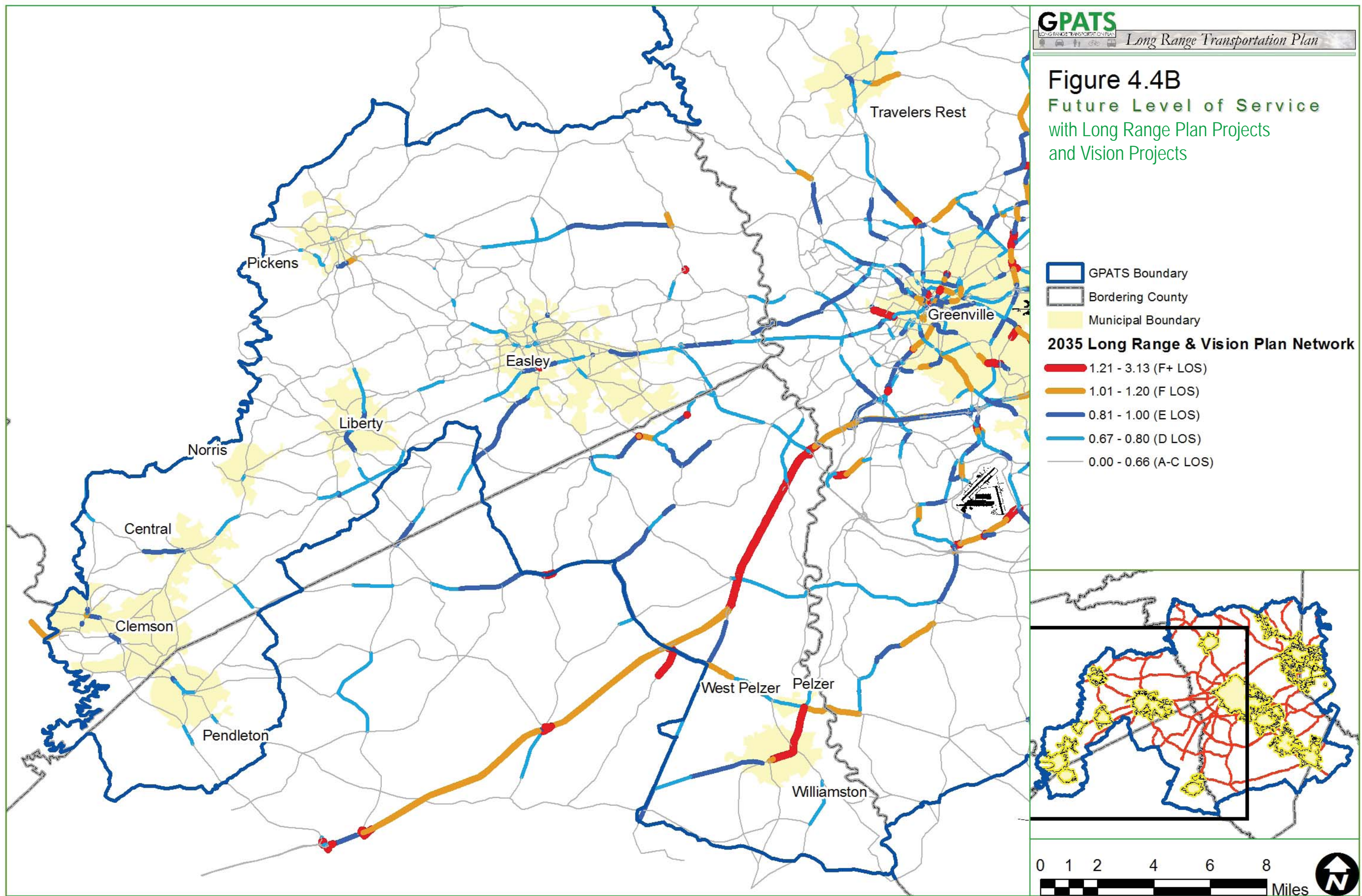


**Figure 4.4A**  
**Future Level of Service**  
with Long Range Plan Projects  
and Vision Projects





**Figure 4.4B**  
Future Level of Service  
with Long Range Plan Projects  
and Vision Projects





# Highway Element: Future

Table 1: GPATS Highway Projects

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# Highway Element: Future

48	Vision	Unfunded	Greenville	Ashmore Bridge Rd	S-48	Butler Road to Fork Shoals	Improved 2 lane		Bike Lane		10	10	0	2	0	0	0	4	0	2	3	1	-2	0	-4	0	-1	3	28	2.746	3.60	\$6,600	\$437,310
49	Vision		Greenville	Hudson Road	S-347	Pelham Rd to Devenger Rd	3 lane	Fit within existing 60' Right of Way	One side		6	8	0	2	2	0	7	4	0	0	3	1	0	1	-4	0	-2	0	28	N/A	1.30	\$5,900	\$443,210
50	Vision	New	Greenville	SC-418		I-385 to Fork Shoals	3/5 Lanes		TBD		0	8	2	2	0	4	0	4	0	0	6	1	0	0	-4	0	-1	4	26	2.070	6.70	\$34,100	\$477,310
51	Vision	Unfunded	Greenville	West Georgia	S-543	College St to I-385 frontage	2 lane, b/l and s/w		Wide outside lane	Both Sides	0	10	2	2	2	0	0	4	0	2	6	1	-1	0	-4	0	-1	3	26	2.684	0.66	\$3,400	\$480,710
52	Vision	New	Greenville	Miller Road		Corn to Shadecrest/Shadecrest to US	Widen to 3 lanes, New 3 lane road		TBD		0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-4	0	-1	4	25	2.190	1.40	\$6,350	\$487,060
53	Vision	New	Greenville	SE Main Street		Richardson to Fairview	5 Lanes		TBD		0	3	2	2	2	4	0	4	0	2	6	1	0	0	-4	0	-1	4	25	2.039	0.75	\$6,370	\$493,430
54	Vision	Unfunded	Greenville	Batesville Road	S-164	Roper Mountain to Woodruff	3 lane	Build within existing 66' ROW	2' Paved Shoulder		0	6	0	2	4	0	7	4	0	0	3	1	0	0	-4	0	-1	3	25	3.049	1.20	\$5,650	\$499,080
55	Vision	New	Greenville	W. Georgia Road		Maple to Kemel	3 Lanes		TBD		3	10	2	0	2	0	0	4	0	0	6	1	-1	0	-4	0	-1	3	25	2.684	0.30	\$4,800	\$503,880
56	Vision	Unfunded	Greenville	Fork Shoals Road	S-50	West Georgia to Ashmore Bridge	3 lane		Bike Lane		3	8	2	2	0	0	0	4	0	0	6	1	0	1	-4	0	-1	3	25	2.570	3.90	\$17,300	\$521,180
57	Vision	Unfunded	Greenville	Roper Mountain Road	S-548	Feaster Rd to SC 14	Improved 2 lane	Left turn lanes at major intersections	Bike Lane		0	3	2	2	2	0	7	4	0	0	6	1	-1	0	-4	0	-1	3	24	2.849	0.97	\$2,950	\$524,130
58	Vision		Greenville	Forrester Drive	S-326	BI-Lo Drive to Millenulum Parkway	4 lane with median		Bike Lane	Both sides	0	3	4	2	0	0	0	4	0	0	6	4	-1	0	-2	0	2	2	24	3.799	1.70	\$8,850	\$532,980
59	Vision	Unfunded	Greenville	SC 290	SC 290	SC 101 to SC 253	Widen to 3 lanes		Bike Lane		0	8	0	2	0	0	7	4	0	0	6	1	-1	0	-4	0	-1	2	24	3.521	5.90	\$27,800	\$560,780
60	Vision	New	Greenville	Holly Ridge Road		Ridge to West Butler	New 2/3-lane Road		TBD		3	6	6	2	0	0	0	4	4	0	6	1	0	0	-6	0	-2	0	24	N/A	1.50	\$6,050	\$566,830
61	Vision	Unfunded	Greenville	SC 253	SC 253	Lynn Rd to Jackson Grove Rd	5 lanes		2' shoulder		0	6	8	2	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	23	2.850	0.45	\$5,020	\$571,850
62	Vision	Unfunded	Greenville	Ben Hamby Ext	new	Pelham to Batesville	New 4 lane Parkway		Wide outside lane	Both Sides	3	8	6	2	2	0	0	4	4	0	3	-2	0	-2	-2	-1	-2	0	23	N/A	1.00	\$7,850	\$579,700
63	Vision	Unfunded	Pickens	Brushy Creek Road	S-29	US 123 to Laurel Drive	3 lane		Wide outside lane	One side	8	8	6	2	0	0	0	0	0	0	0	0	0	0	-2	0	-2	2	22	3.642	0.45	\$5,020	\$584,720
64	Vision		Pickens	US 123		SC 76 to SC 133	General Improvements				3	6	2	2	2	2	11	0	0	0	0	0	1	-6	0	-1	0	22	N/A		TBD		
65	Vision	Unfunded	Greenville	SC 101	SC 101	SC 290 to Milford Church	Widen to 3 lanes		2' shoulder		0	6	0	2	0	0	4	4	0	0	6	1	-1	-1	-4	0	-1	3	19	2.874	2.40	\$9,650	\$594,370
66	Vision	Unfunded	Greenville	Anderson Ridge	County Rd	Roper Mtn to SC 296	5 lanes		2' shoulder		0	3	8	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	18	3.064	0.40	\$5,020	\$599,390
67	Vision	Unfunded	Greenville	Butler Road	S-107	Holland to Woodruff	3 lanes		Wide Outside Lane	One side	0	3	2	2	4	0	0	4	0	0	3	1	0	1	-4	0	-1	3	18	2.669	0.83	\$6,300	\$605,690
68	Vision		Greenville	East Washington St Ext	new	US 276 to Lowndes Hill Rd	New 2 lane Secondary		Bike lane	One Side	0	3	0	2	0	0	11	4	0	2	3	-1	0	-2	-2	0	-2	0	18	N/A	1.00	\$6,400	\$612,090
69	Vision	Unfunded	Greenville	Garlington Rd	S-546	Roper Mtn to Honbarrier	Improved 2 lane		Wide outside lane		0	6	0	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	17	3.122	2.00	\$5,300	\$617,390
70	Vision	Unfunded	Pickens	US 178	US 178	Carolina Drive to US 123	3 lane		2' Paved Shoulder	One side	0	0	0	2	0	4	4	4	0	0	3	1	0	1	-2	-1	-2	3	17	2.612	2.10	\$5,300	\$622,690
71	Vision	Unfunded	Greenville	Hammett Bridge	S-94	Suber to Buncombe	3 lane		2' shoulder		0	6	2	2	0	0	0	4	0	0	3	1	0	1	-4	0	-1	3	17	2.594	1.30	\$6,840	\$629,530
72	Vision	New	Greenville	S. Buncombe Road		Old Highway 14 to County Line	3 lanes		TBD		0	0	6	2	0	0	0	4	0	0	6	1	-1	0	-2	0	-1	2	17	4.373	1.00	\$6,300	\$635,830
73	Vision	Unfunded	Pickens	Brushy Creek Road	S-29	Crestview Drive to St. Paul Road	Improved 2 lane	Left turn lanes at major intersections	2' Paved Shoulder		0	6	4	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	17	4.081	0.40	\$5,020	\$640,850
74	Vision	Unfunded	Anderson, Pickens	SC 8 US 178 Connector	new	SC 8 to US 178	New 2 lane Primary		2' shoulder		3	6	2	4	0	4	0	4	0	0	0	0	0	-2	-2	0	-2	0	17	N/A	6.00	\$32,100	\$672,950
75	Vision	Unfunded	Pickens	Blacksnake/Adger/135	S-73/186	SC 93 to SC 8	Improved 2 lane	Left turn lanes at major intersections			0	0	0	4	0	0	0	4	4	0	3	1	-3	1	0	0	-2	4	16	2.149	1.30	\$6,480	\$679,430
76	Vision	Unfunded	Pickens	LEC Road	S-90	McDaniel Ave to SC 8	3 lanes		2' shoulder	One side	0	3	0	2	0	0	0	4	0	0	3	1	0	1	-4	0	-1	5	14	0.507	0.70	\$6,300	\$685,730
77	Vision	New	Greenville	Quillen Avenue		SC-14 to Cross	3 Lanes				0	0	2	2	0	0	0	4	0	0	6	1	1	1	-6	0	-1	4	14	1.724	0.95	\$6,000	\$691,730
78	Vision	Unfunded	Anderson	SC 81	SC 81	End of existing 5L to Old Williamston Rd	5 lanes		Bike Lane	Both Sides	0	3	6	0	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	14	3.601	3.30	\$31,300	\$723,030
79	Vision	Unfunded	Greenville	St. Mark Road	S-261	Wade Hampton to SC 290	Improved 2 lane	Left turn lanes at major intersections	2' Paved Shoulder	One side	3	6	0	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	0	14	N/A	2.10	\$5,300	\$728,330
80	Vision	Unfunded	Pickens	Prince Perry Road	S-135	US 123 to Saluda Dam Rd	3 lanes		Wide Outside Lane	One side	0	3	0	2	0	0	4	4	0	0	3	1	-3	0	-2	0	-2	3	13	3.440	1.90	\$10,700	\$739,030
81	Vision		Pickens	LEC Road Ext.	new	McDaniel Ave to Secona Rd	New 2 lane Secondary		Wide outside lane	One Side	0	0	2	2	0	4	0	4	0	3	3	1	0	-2	-2	0	-2	0	13	N/A	0.35	\$2,750	\$741,780
82	Vision	Unfunded	Greenville	N Rutherford Rd	S-171	Wade Hampton to SC 290	Improved 2 lane		2' shoulder		0	3	2	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	12	2.399	1.50	\$4,450	\$746,230
83	Vision		Pickens	Pendleton Rd		SC 76 to Canterbury Rd	Widen to 3 lanes				0	0	0	2	0	0	0	4	0	0	6	1	-1	1	-4	0	-2	5	12	2.300	1.41	\$11,100	\$757,330
84	Vision	New	Greenville	Milford Church Road		SC 290 to SC 101	3 Lanes		TBD		0	0	0	2	0	0	0	4	0	0	6	1	-2	0	-2	0	-1	3	11	2.547	3.10	\$14,680	\$772,010
85	Vision		Pickens	Old Central Rd		SC 93 to Elm St	Widen to 3 lanes				0	0	0	0	0	0	7	4	0	0	6	1	-1	0	-4	0	-2	0	11	N/A	2.68	\$16,400	\$788,410
86	Vision		Pickens	Issaqueena Trail		SC 93 to Pendleton Rd	Widen to 3 lanes				0	0	0	0	0	2	0	4	0	0	6	1	0	1	-4	0	-2	3	11	3.800	3.12	\$14,800	\$803,210
87	Vision		Greenville	Valley View Drive	new	SC 14 to I-385 Frontage	2 lane Secondary		2' shoulder		0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	-2	5	11	N/A	0.90	\$6,080	\$809,290
88	Vision	New	Greenville	Gibbs Shoals Road		Batesville to SC-14	Expansion of 3-lane sections		TBD		0	3	0	0	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	10	2.996	3.00	\$9,200	\$818,490
89	Vision		Greenville	West Georgia Road	S-541	E. Standing Springs to Rocky Creek Rd	LT lanes N. Moore, Barker, Calgary	Left turn lanes at major intersections	2' Paved Shoulder		0	0	0	2	0	0	4	2	0	0	3	0	-2	0	-2	0	-2	4	9	2.228	1.40	\$3,950	\$822,440
90	Vision		Pickens	Berkeley Drive		SC 93 to Issaqueena Trail	Widen to 3 lanes				0	0	0	2	0	0	0	4	0	0	6	1	-1	0	-4	0	-2	3	9	2.600	2.15	\$11,200	\$833,640
91	Vision		Greenville	West Georgia Road	S-541	Rivereen Way to Fork Shoals Road	LT lanes Sullivan, Holcombe, Long	Left turn lanes at major intersections	2' Paved Shoulder		0	0	0	2	0	0	0	2	0	0	3	0	0	0	-2	0	-2	5	8	2.396	1.10	\$3,770	\$837,410
92	Vision	Unfunded	Greenville	Howard Drive Ext																													



# Highway Element: Future

Table 1: GPATS Highway Projects

Table 1: GPATS Highway Projects																												
	County	Project Name	Termini	Project Scope	Score Existing Traffic	Score Future Traffic	Score V/C Improvement	Network Connectivity	System Continuity	Freight Benefits	Corridor Safety	Multimodal Safety	Access Management	Compact Urban Centers	Non-Auto Transportation	Environmental Justice	Environmental Natural Features	Cultural Community Resources	Impact Homes or Businesses	Topography	Cost per Capacity-Mile	PCI Score	Score	Project Length (MI)	Total Project Cost (\$M)			
1	LRTF, New	Greenville	Woodruff Road Parallel	Verdae to Miller	New 4-lane Divided Parkway	10	10	4	0	2	10	4	5	0	9	2	-1	1	-4	-2	-2	0	58	1.45	\$27,200			
2	LRTF	Greenville	Woodruff Road	Woodruff Industrial to Smith Hines	7 lane	10	10	2	2	4	14	4	0	0	3	1	0	0	0	-6	0	-1	3	54	1.44	\$31,900		
3	LRTF, New	Anderson	SC-153	US-123 to I-85	LTIs and functional Improvements	8	10	4	4	2	6	4	4	1	0	3	4	-2	2	-2	0	1	3	52	6.30	\$10,680		
4	LRTF	Anderson	SC 153	Three Bridges Road to I-85	6 lane divided	8	10	8	4	2	4	11	4	0	0	3	1	-3	0	-4	0	1	3	52	2.00	\$10,250		
5	LRTF	Greenville	Grove Road	White Horse Rd. (US 25) to Farris Rd.	3 lane and 5 lane	10	10	0	4	0	4	11	4	0	0	6	1	-2	0	-4	0	-2	3	45	1.30	\$10,400		
6	LRTF	Pickens	Farris Bridge Road	Groce Road to Hamburg Road	4 lane with median	6	10	8	2	2	4	7	4	0	0	3	1	-1	0	-4	-1	2	2	45	3.50	\$26,400		
7	LRTF	Pickens	SC 8	St Paul Rd to SC 135	3 lane	6	8	8	2	0	4	4	4	0	0	3	1	0	2	-2	0	1	3	44	4.20	\$18,200		
8	LRTF, New	Anderson	US 29	I-85 to Brzezale/Cheddar	Widens; bridge clearance at Cherokee	6	6	0	4	2	4	21	6	0	0	0	3	-1	0	-2	0	-2	3	44	1.54	\$7,550		
9	LRTF, New	Greenville	Howell Road	E. North to Edwards	3/5 Lanes	6	8	8	2	0	0	7	4	0	0	6	4	-1	1	-4	0	-1	3	43	0.97	\$7,850		
10	LRTF	Greenville	Park Woodruff Ext	Carolina Point to Miller Rd	New 2 lane Secondary	8	10	0	2	0	11	4	4	0	0	6	2	-1	0	-2	0	-2	0	43	0.80	\$4,950		
11	LRTF	Greenville	Miller Road	Woodruff Rd to Old Mill Rd	Improved 2 lane	6	8	2	2	2	0	4	4	0	4	6	4	-1	1	-2	0	-2	3	41	2.65	\$5,120		
12	LRTF	Greenville	Fairview Road	Harrison Bridge to SC 418	Improved 2 lane	6	10	2	2	2	0	11	4	0	0	6	4	-4	2	-2	0	-2	4	40	3.10	\$6,700		
13	LRTF	Greenville	Conestee Road	Mauldin Rd to Fork Shoals	3 lane	6	8	2	2	0	0	11	4	0	0	6	4	-4	2	-2	-1	-2	4	40	1.50	\$6,600		
14	LRTF, New	Greenville	Harrison Bridge Road	Fairview to Neely Ferry	5 lanes	8	10	2	2	0	0	4	4	0	0	6	4	0	0	-2	0	-2	3	39	1.20	\$8,600		
15	LRTF	Greenville	Verdae Point Drive	Verdae to Carolina Point	New 2 lane Secondary	6	10	0	2	0	7	4	4	0	0	6	7	-2	0	-2	-1	0	-2	0	39	0.85	\$6,150	
16	LRTF	Greenville	Bridges Road	Butler Road to Holland Road	4 lanes	6	8	8	2	2	0	0	4	0	0	6	1	0	0	-2	0	-1	4	38	0.75	\$5,200		
17	LRTF	Greenville	Bennetts Bridge Road	Woodruff to Brockman McClimon	4 lane with median	3	10	8	2	0	0	7	4	0	0	3	1	-2	0	-2	0	1	3	38	2.90	\$17,200		
18	LRTF	Pickens	US 123	SC 93 to SC 8	6 lane with median	6	8	0	4	2	4	11	5	0	0	0	3	0	0	-4	0	1	3	38	2.40	\$13,830		
19	LRTF, New	Greenville	Bridges Road	I-385 to Holland	3 Lanes	8	8	4	2	0	0	0	4	0	0	6	4	0	0	-2	0	-1	4	37	0.30	\$2,850		
20	LRTF, New	Greenville	Beatties/College Corridor	Church to Academy	Road Diet and functional improvements	0	0	6	4	0	0	7	6	0	2	9	1	0	0	-2	0	1	2	36	0.45	\$3,750		
21	LRTF	Anderson	W. Main St.	Anderson Drive to Greenville Drive	3 lanes	8	8	0	2	0	0	7	4	0	2	3	4	-2	1	-4	0	-1	4	36	0.70	\$1,150		
22	Vision	Greenville	SC 263	Head School to State Park	3 lanes	8	10	8	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	36	2.50	\$10,400		
23	Vision	Greenville	Boling Springs Road	Pelham to Phillips	Improved 2 lane	8	8	2	2	0	0	7	4	0	0	3	1	0	1	-2	0	-2	3	35	1.00	\$2,440		
24	Vision	Greenville	Pelham St Ext	SC 14 to I-385 Frontage Road	New 2 lane Secondary	10	10	4	4	0	4	0	4	4	0	0	3	-2	0	-2	0	-2	0	35	0.70	\$5,450		
25	Vision	Greenville	Scuffletown Road	Woodruff to Jonesville	Improved 2 lane	10	10	8	2	0	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	34	2.00	\$4,600		
26	Vision	Greenville	Rocky Creek Rd/Harrison Bridge	West Georgia to Fairview Rd	Improved 2 lane	8	10	2	2	0	0	7	4	0	0	3	1	-2	0	-4	0	-1	3	33	3.10	\$6,450		
27	Vision	Greenville	Five Forks Rd	SC 14 to Woodruff	3 lanes	0	6	4	4	2	0	4	4	0	0	6	4	0	1	-4	0	-1	3	33	1.71	\$6,050		
28	Vision	Greenville	Garlington Road	Woodruff Rd to Roper Mountain Rd	Multilane	3	8	6	4	2	0	0	4	4	0	6	1	-2	0	-4	0	-2	3	33	1.40	\$6,830		
29	Vision	Pickens	Powdersville Road	SC 153 to US 123	Improved 2 lane	3	0	8	4	2	0	0	4	4	0	3	1	0	1	-2	0	-2	3	33	3.30	\$6,700		
30	Vision	Greenville	Woodruff Road	SC 296 to SC 417	Improved 2 lane	0	10	2	2	2	2	7	4	0	0	3	1	0	0	-4	0	2	2	33	2.50	\$5,120		
31	Vision	Greenville	SC 418	Greenspond to Durbin	Corridor Functional Improvements	0	10	0	4	0	4	0	4	0	2	6	4	-1	1	-4	0	-1	3	32	2.90	\$5,500		
32	Vision	Anderson, Greenville	Anderson Road	Near US 25 to SC 153	4 lane with median	6	8	8	2	0	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	32	2.90	\$17,800		
33	Vision	Anderson, Greenville	SC 86	SC 20 to SC 81	Improved 2 lane	8	6	0	4	0	4	7	4	0	0	3	1	-4	0	-2	0	-2	3	32	6.20	\$11,950		
34	Vision	Greenville	Pine Knoll/Waddell	Rutherford Rd to Wade Hampton Blvd	Improved 2 lane	8	10	2	2	2	0	11	0	0	0	0	0	-2	1	-2	0	-2	2	32	1.51	\$3,550		
35	Vision	Greenville	Bridges Road	Butler Road to I-385	4 lane	3	6	6	4	2	0	0	4	0	0	6	1	0	0	-4	0	-1	4	31	0.45	\$5,000		
36	Vision	Pickens	Saluda Dam/Olive	SC 8 to Prince Perry	3 lane	0	3	4	2	2	2	0	0	4	4	6	1	-1	0	-2	0	-2	4	31	3.90	\$17,750		
37	Vision	Greenville	East Georgia	Hunter Rd to Lee Vaughn Rd	4 lane with median	0	10	8	2	0	0	0	4	0	0	6	1	0	0	-2	0	-1	3	31	0.83	\$6,930		
38	Vision	Pickens	Farris Bridge Road	Hamburg Road to SC 135	Improved 2 lane	3	8	0	2	2	4	7	4	0	0	3	1	-1	0	-2	0	-2	2	31	4.20	\$9,350		
39	Vision	Greenville	Balters Road	Woodruff to Verdae	Realignment with Mail Connector	0	3	4	2	2	0	7	6	0	0	9	2	-1	1	-2	-1	0	-1	30	0.85	\$5,500		
40	Vision	Greenville	E. Butler Road	Verdin to Woodruff	3 Lanes	0	3	2	2	2	4	7	4	0	0	6	4	-1	0	-4	0	-1	4	30	0.83	\$5,700		
41	Vision	Greenville	University Ridge Extension	University Ridge to Pendleton	New 2/3-lane Road/Realignment	3	8	6	2	4	0	4	6	4	0	9	-6	0	-1	-6	-1	-2	0	30	0.3	\$4,030		
42	Vision	Greenville	W. Georgia Road	Neely Ferry to E. Standing Springs	5 Lanes	0	6	8	2	0	0	0	4	0	0	6	4	-1	1	-2	0	-2	3	29	1.00	\$8,030		
43	Vision	Greenville	Fork Shoals Road	Ashmore Bridge to US 25	3 lane/5 lane	6	8	2	2	0	0	4	4	0	0	6	1	-2	0	-4	0	-1	3	29	3.00	\$17,250		
44	Vision	Greenville	Fairview Street	N. Nelson to SC 14	3 lane	0	6	6	2	0	4	0	4	0	0	3	4	-1	2	-2	0	-2	3	29	1.31	\$5,650		
45	Vision	Greenville	Edwards Road	Pleasantburg to Howell	3 Lanes	6	6	8	2	0	0	0	4	0	0	6	1	-1	2	-4	0	-1	0	29	1.83	\$6,650		
46	Vision	Pickens	SC 133	US 123 to Madden Bridge Rd	Widen to 3 lanes	6	8	0	2	0	0	4	4	0	0	6	1	-1	1	-4	0	-1	3	29	3.44	\$8,700		
47	Vision	Greenville	E. Butler Road	City Hall to Murray	4/5 Lanes	6	3	0	2	2	2	4	0	0	0	0	5	6	2	-1	0	-4	0	-1	4	28	0.15	\$2,400
48	Vision	Greenville	Ashmore Bridge Rd	Butler Road to Fork Shoals	Improved 2 lane	10	10	0	2	0	0	0	4	0	0	2	3	1	-2	0	-4	0	-1	3	28	3.60	\$6,600	
49	Vision	Greenville	Hudson Road	Pelham Rd to Deverger Rd	3 lane	6	8	0	2	2	0	7	4	0	0	3	1	0	1	-4	0	-2	0	28	1.30	\$5,900		
50	Vision	Greenville	SC 418	I-385 to Fork Shoals	3/5 Lanes	0	8	2	2	0	0	4	0	4	0	0	6	1	0	0	-4	0	-1	4	26	6.70	\$34,100	
51	Vision	Greenville	West Georgia	College St to I-385 frontage	2 lane, b/l and s/v	0	10	2	2	2	2	0	0	4	0	2	6	1	-1	0	-4	0	-1	3	26	0.66	\$3,400	
52	Vision	Greenville	Miller Road	Corn to Shadecrest/Shadecrest to US-276	Widen to 3 lanes, New 3 lane road	0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-4	0	-1	4	25	1.40	\$6,350		
53	Vision	Greenville	SE Main Street	Richardson to Fairview	5 Lanes																							



## **Social and Environmental Screening**

As a part of project identification and ranking, care must be taken to evaluate the Social and Environmental impacts of projects. These factors are slow to change, particularly the environmental features, however with the expansion of the GPATS area, the screening was reassessed. The maps on the following pages illustrate the features under scrutiny:

### **Environmental Features**

- Figure 5.1 – Natural Resources
- Figure 5.2 – Floodplains
- Figure 5.3A-F – Environmental Issues
- Figure 5.4A-F – Cultural Resources

### **Social Issues**

- Figure 5.5 – Low-Income Households
- Figure 5.6 – Zero-Car Households
- Figure 5.7 – Hispanic Ethnicity Households
- Figure 5.8 – Minority Households

### **Environmental Impacts**

The environmental impacts of the above features factor into the ranking process when evaluating GPATS LRTP projects. Those results are included in the tabulations of Appendix A.



Figure 5.1

Natural Resources

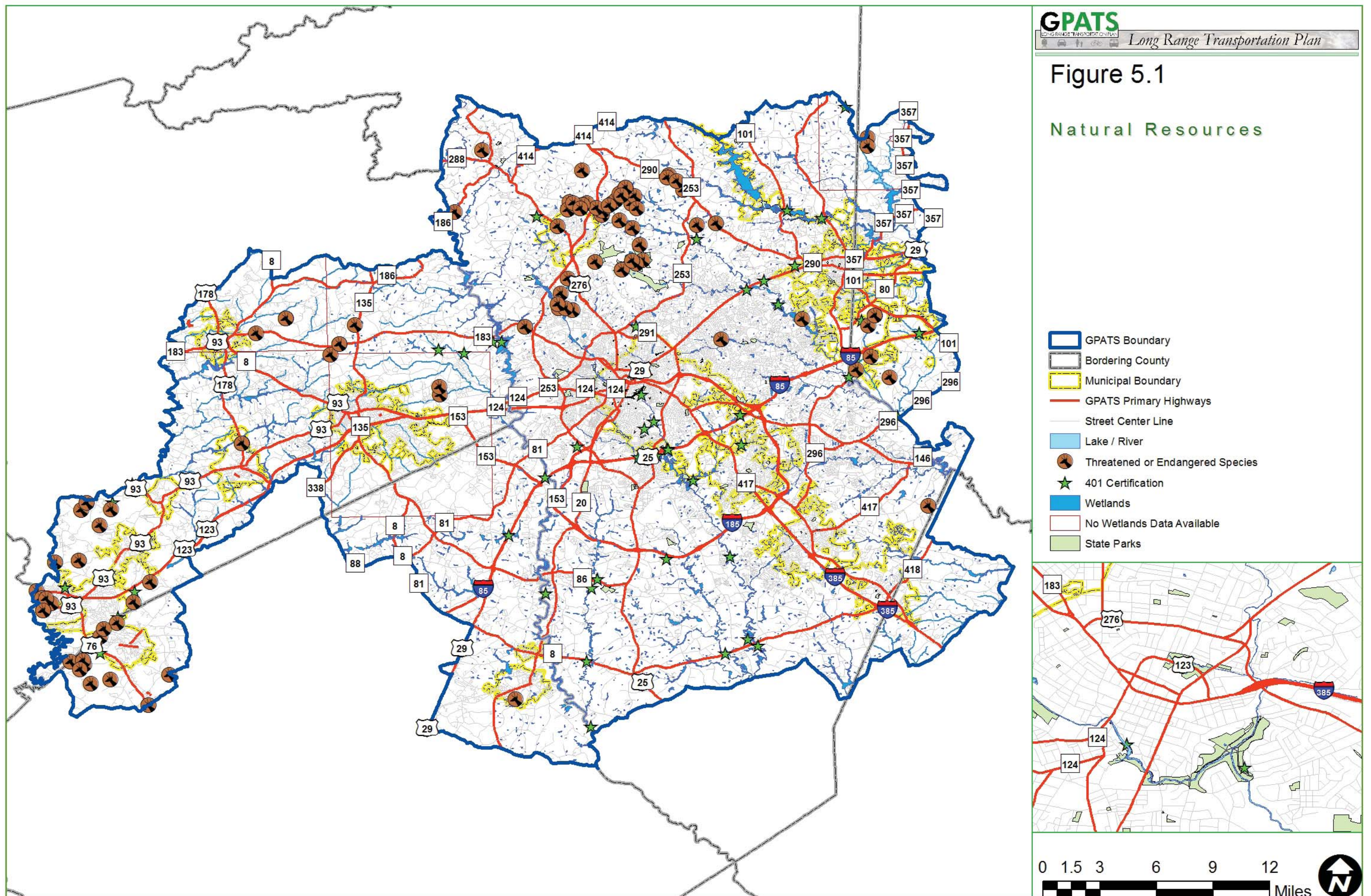




Figure 5.2

Floodplains

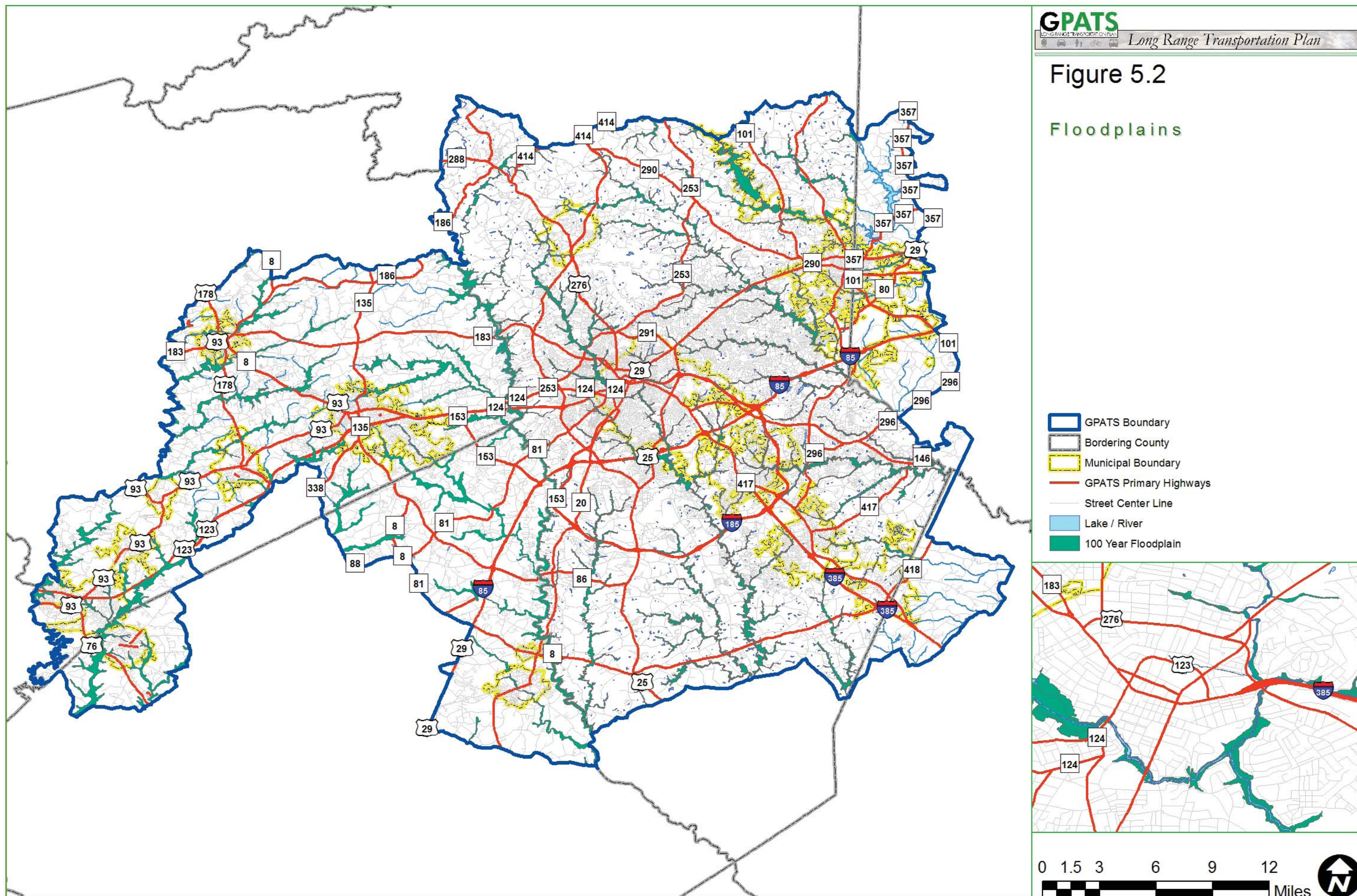




Figure 5.3A

Environmental Issues

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
-  Lake / River
-  Superfund Site
-  Potential Groundwater Contamination Site
-  Hazardous Waste Treatment Facility
-  Toxic Chemical Release Site
-  Non-Commercial Recycle Site
-  Dry Cleaners
-  Underground Storage Tank
-  Ambient Groundwater Quality Site
-  Recreational Waters
-  Navigable Waters Permit
-  Fish Advisory Streams
-  Dam
-  Mines

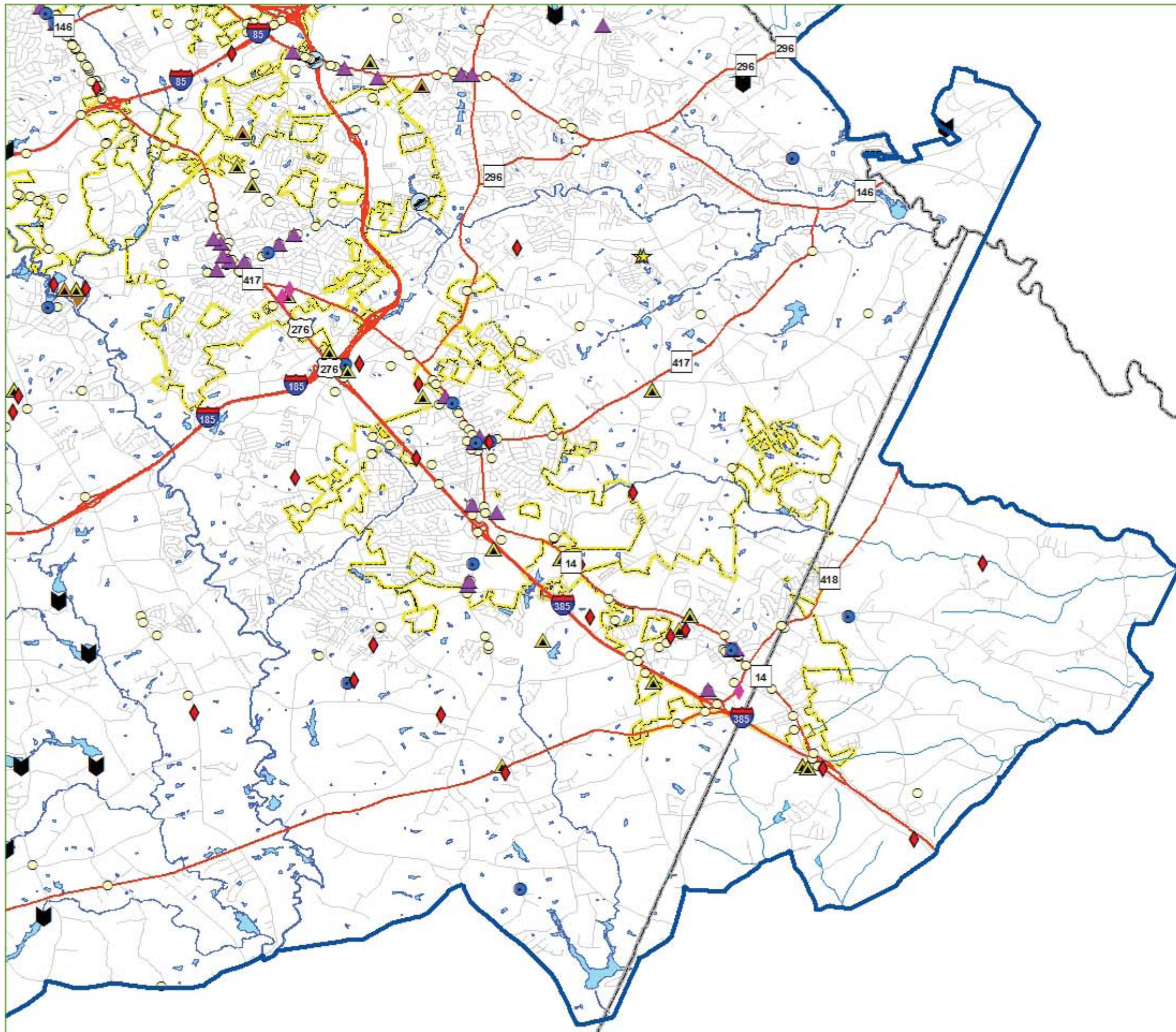
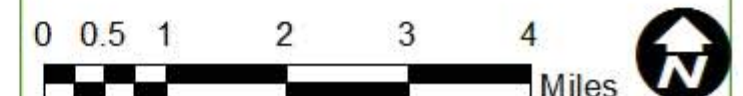
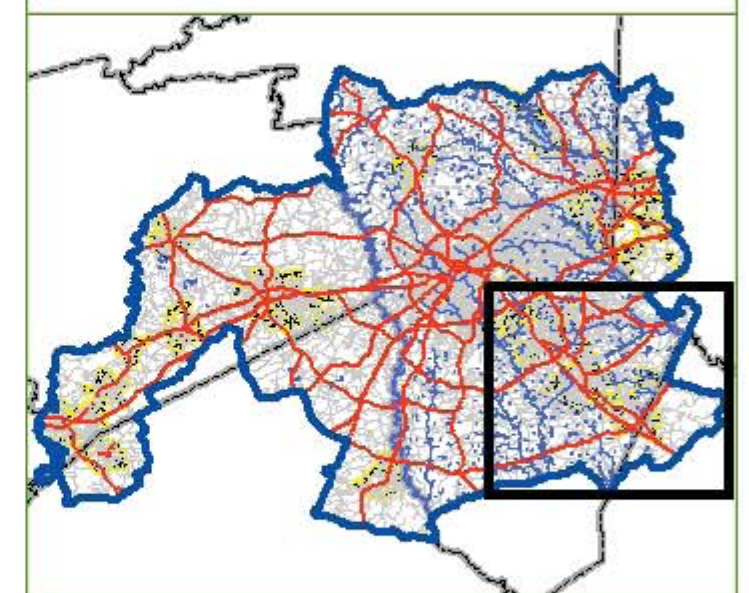




Figure 5.3B

Environmental Issues

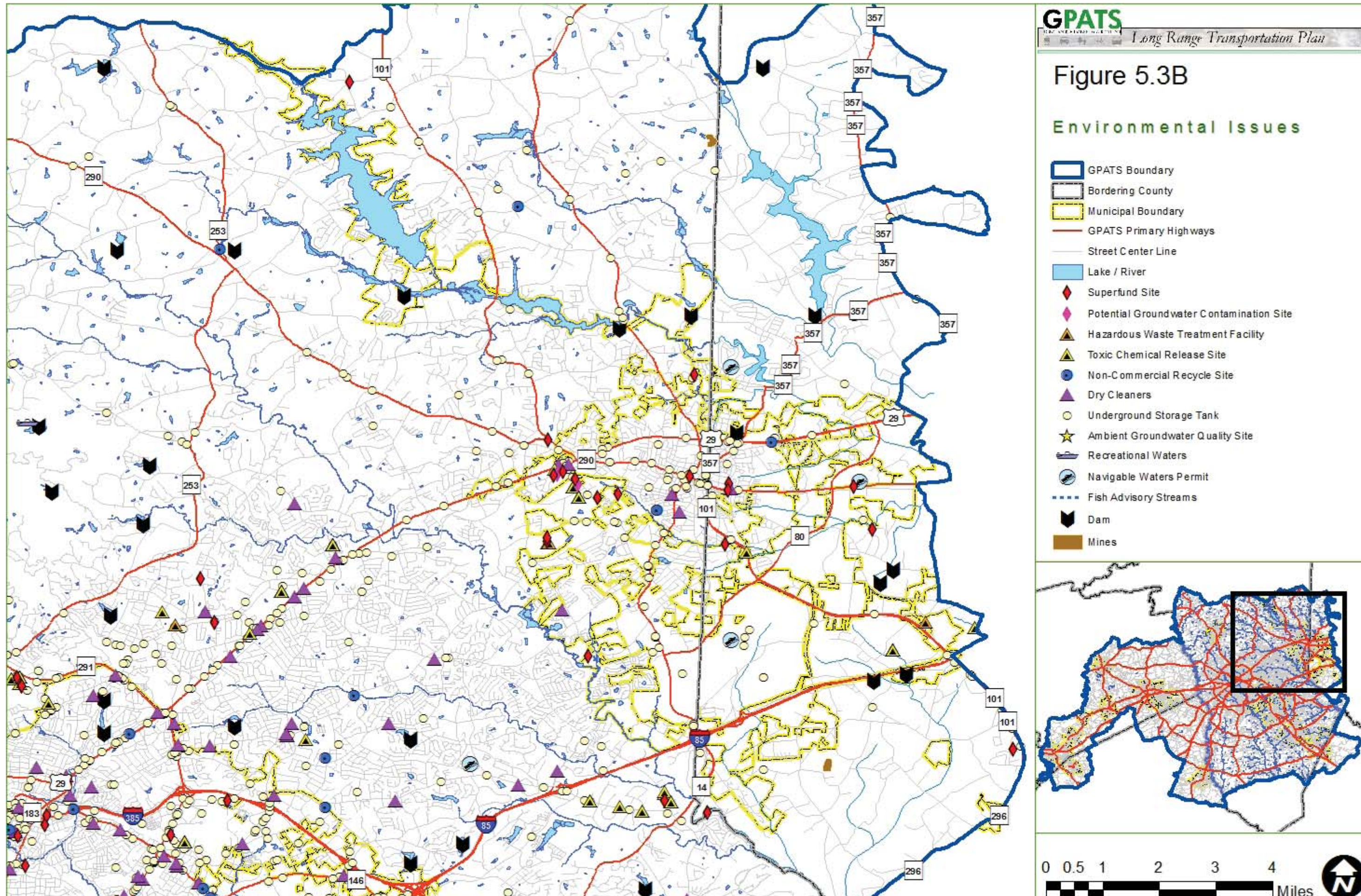




Figure 5.3C

Environmental Issues

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
-  Lake / River
-  Superfund Site
-  Potential Groundwater Contamination Site
-  Hazardous Waste Treatment Facility
-  Toxic Chemical Release Site
-  Non-Commercial Recycle Site
-  Dry Cleaners
-  Underground Storage Tank
-  Ambient Groundwater Quality Site
-  Recreational Waters
-  Navigable Waters Permit
-  Fish Advisory Streams
-  Dam
-  Mines

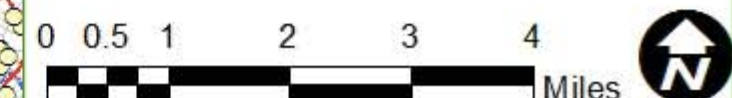
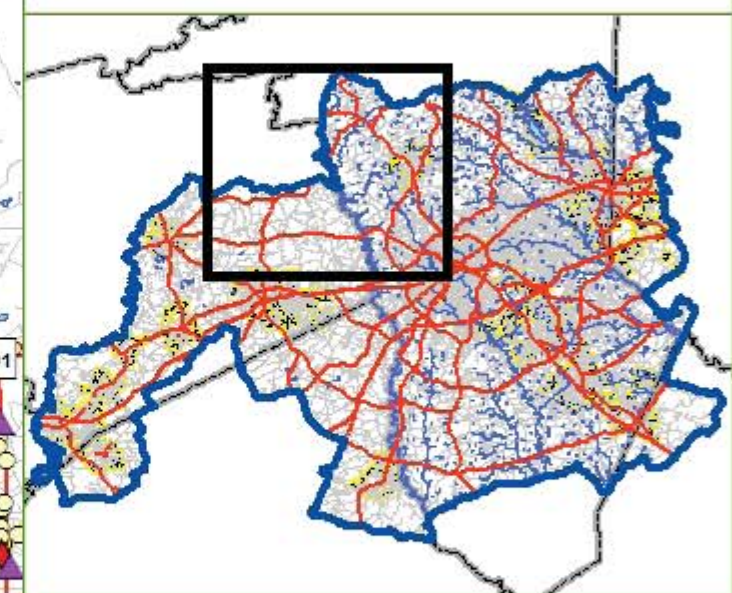
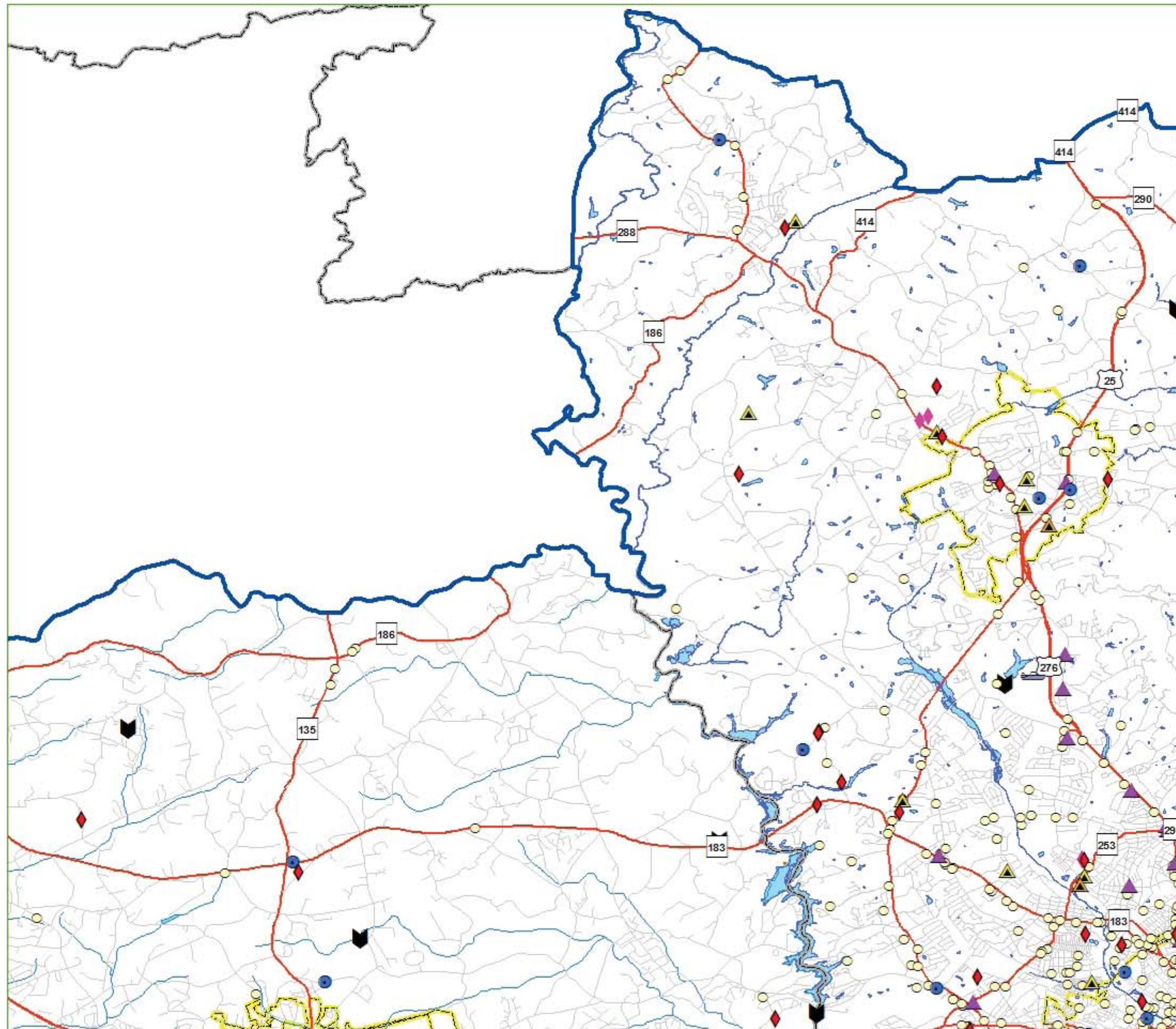




Figure 5.3D

Environmental Issues

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
-  Lake / River
-  Superfund Site
-  Potential Groundwater Contamination Site
-  Hazardous Waste Treatment Facility
-  Toxic Chemical Release Site
-  Non-Commercial Recycle Site
-  Dry Cleaners
-  Underground Storage Tank
-  Ambient Groundwater Quality Site
-  Recreational Waters
-  Navigable Waters Permit
-  Fish Advisory Streams
-  Dam
-  Mines

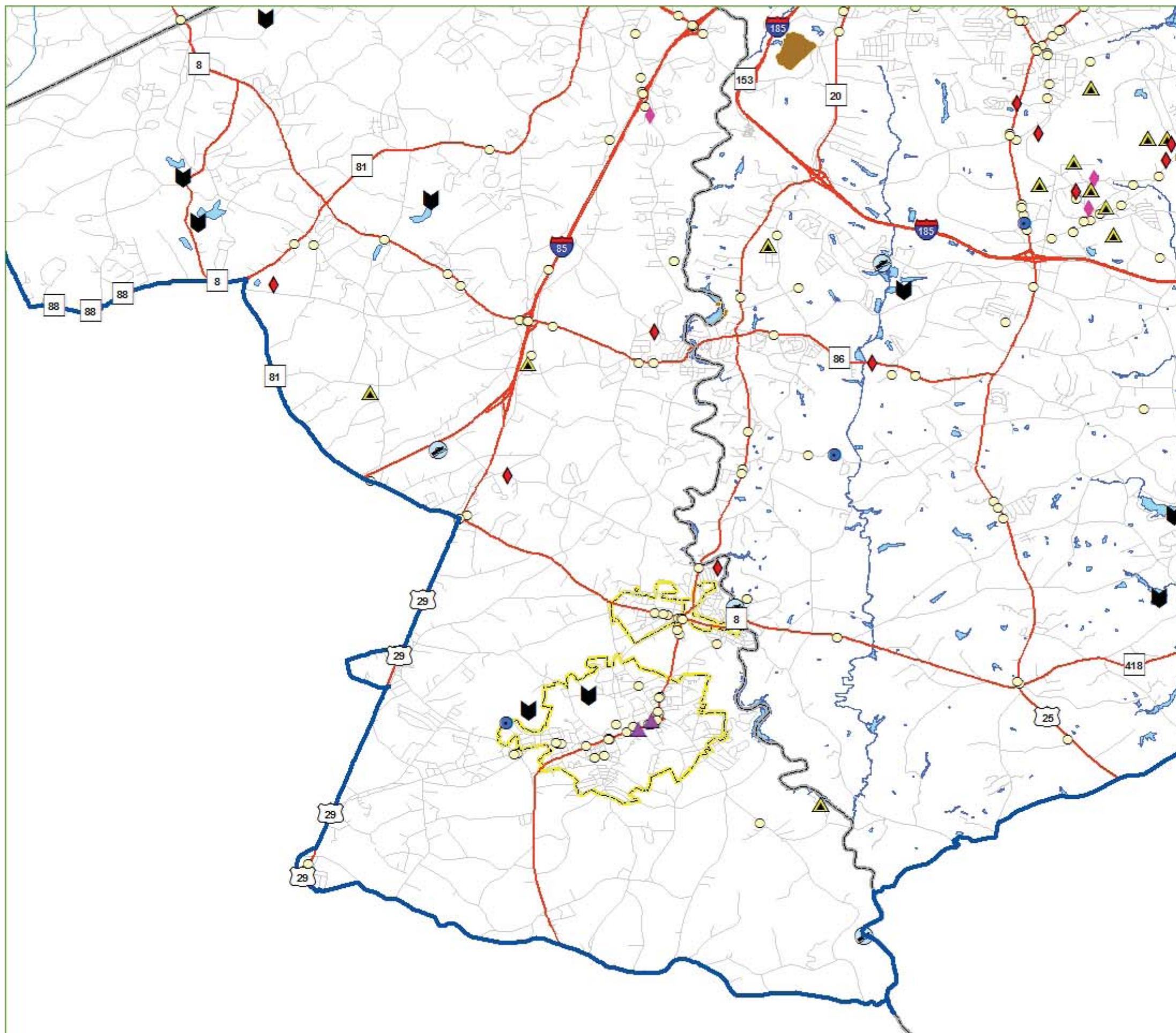
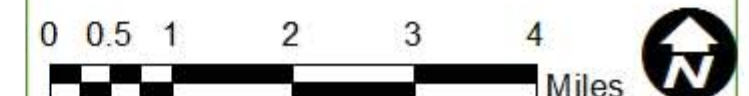
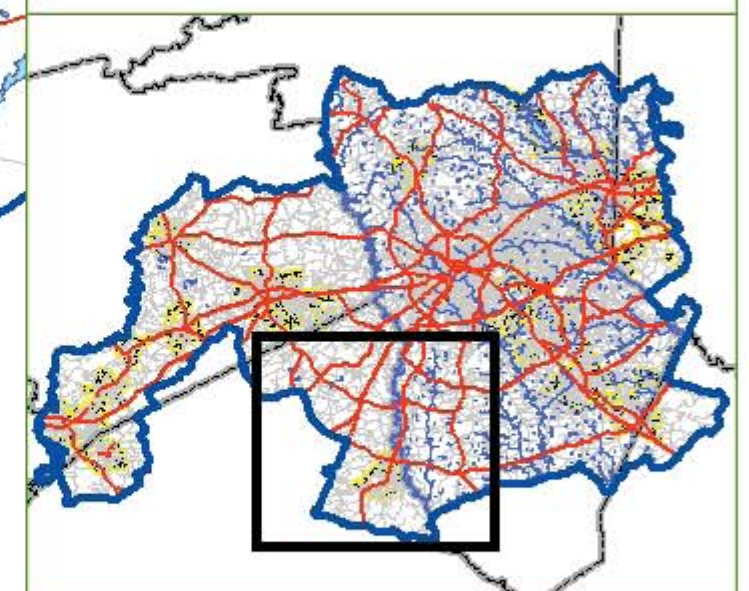




Figure 5.3E

Environmental Issues

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
-  Lake / River
-  Superfund Site
-  Potential Groundwater Contamination Site
-  Hazardous Waste Treatment Facility
-  Toxic Chemical Release Site
-  Non-Commercial Recycle Site
-  Dry Cleaners
-  Underground Storage Tank
-  Ambient Groundwater Quality Site
-  Recreational Waters
-  Navigable Waters Permit
-  Fish Advisory Streams
-  Dam
-  Mines

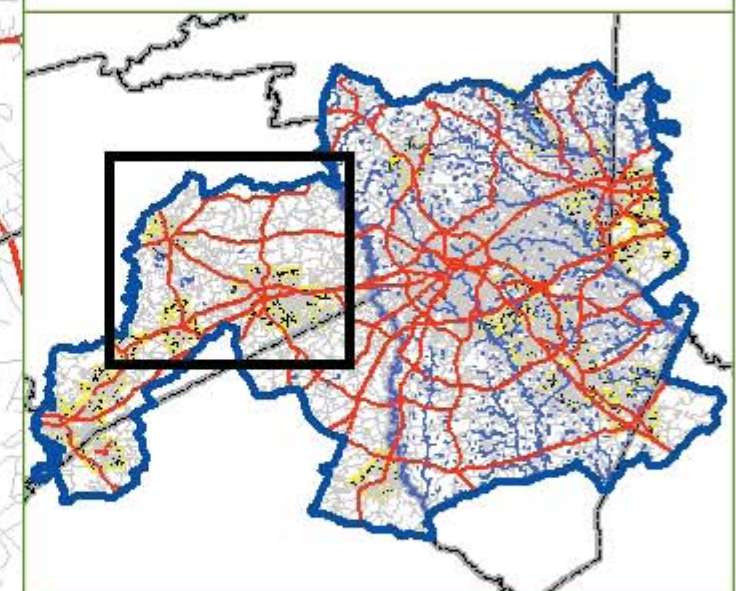
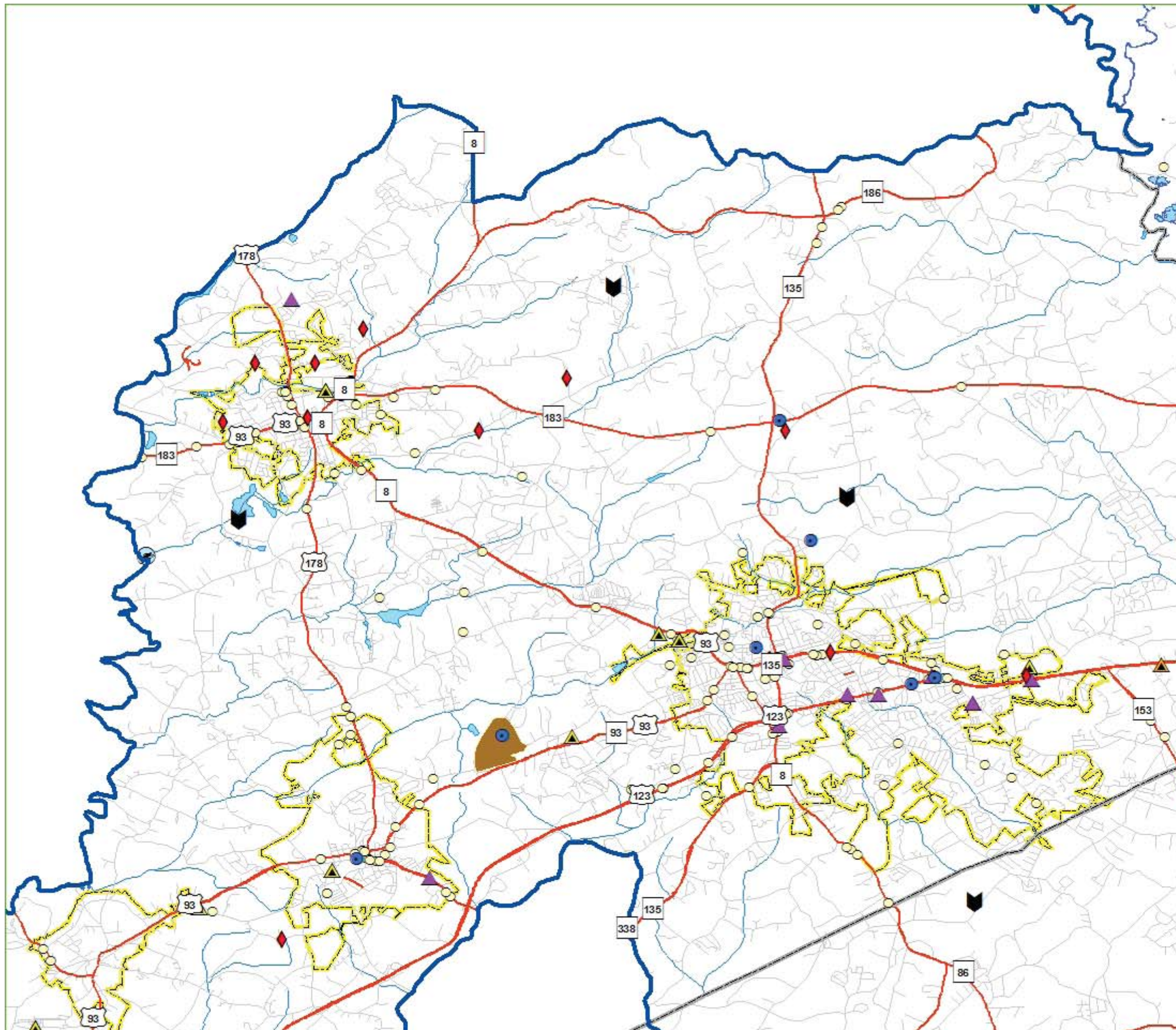




Figure 5.3F

## Environmental Issues

-  GPATS Boundary
-  Bordering County
-  Municipal Boundary
-  GPATS Primary Highways
-  Street Center Line
-  Lake / River
-  Superfund Site
-  Potential Groundwater Contamination Site
-  Hazardous Waste Treatment Facility
-  Toxic Chemical Release Site
-  Non-Commercial Recycle Site
-  Dry Cleaners
-  Underground Storage Tank
-  Ambient Groundwater Quality Site
-  Recreational Waters
-  Navigable Waters Permit
-  Fish Advisory Streams
-  Dam
-  Mines

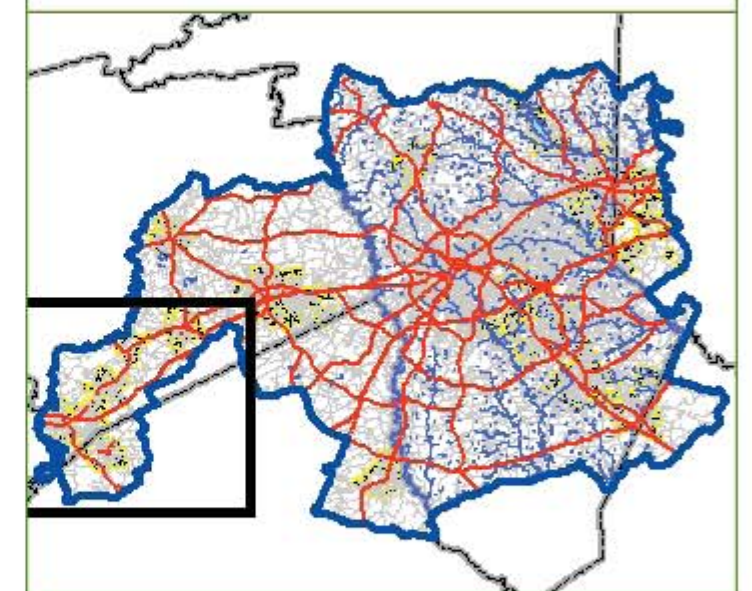




Figure 5.4A

Cultural Resources

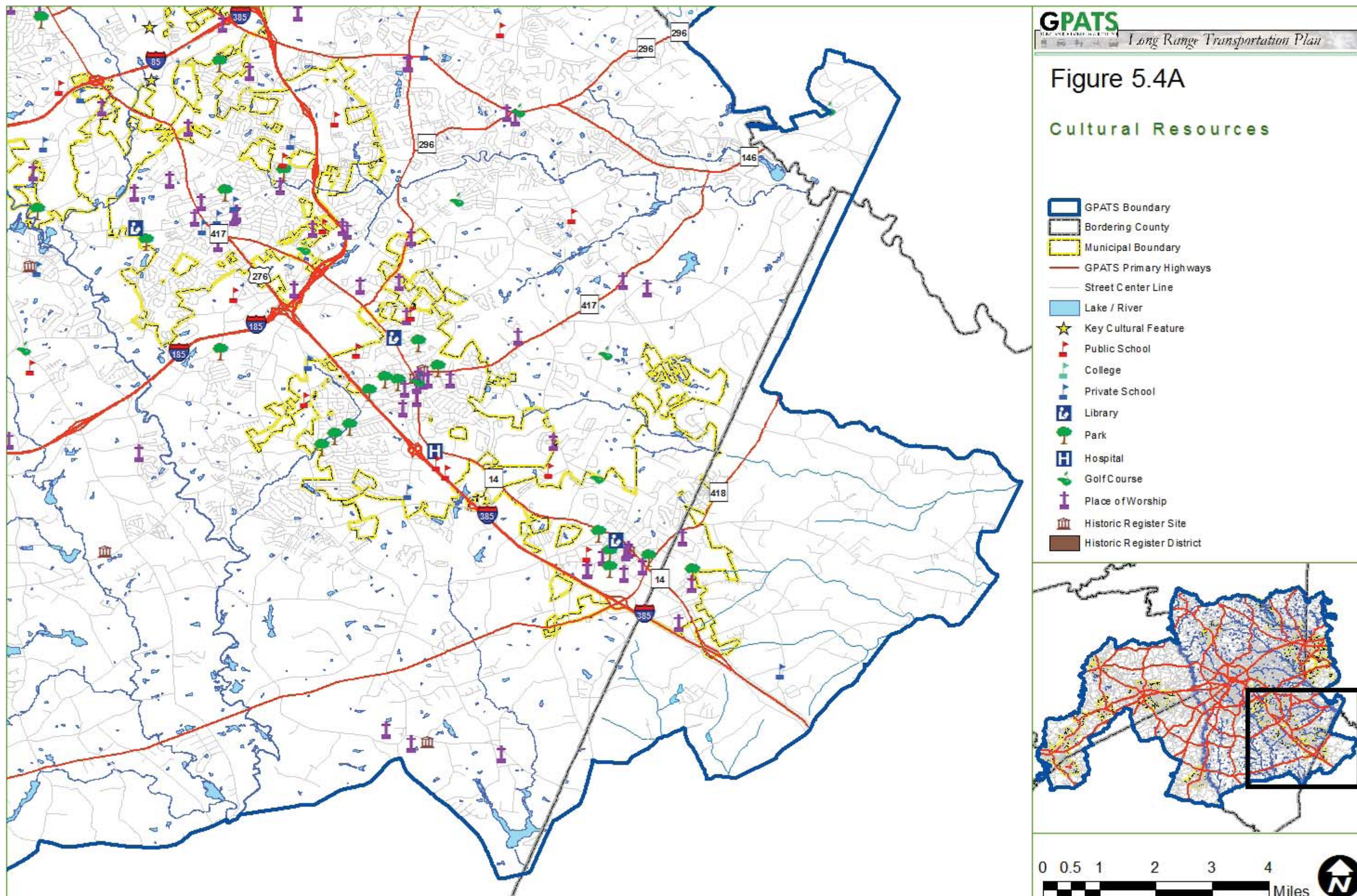




Figure 5.4B

Cultural Resources

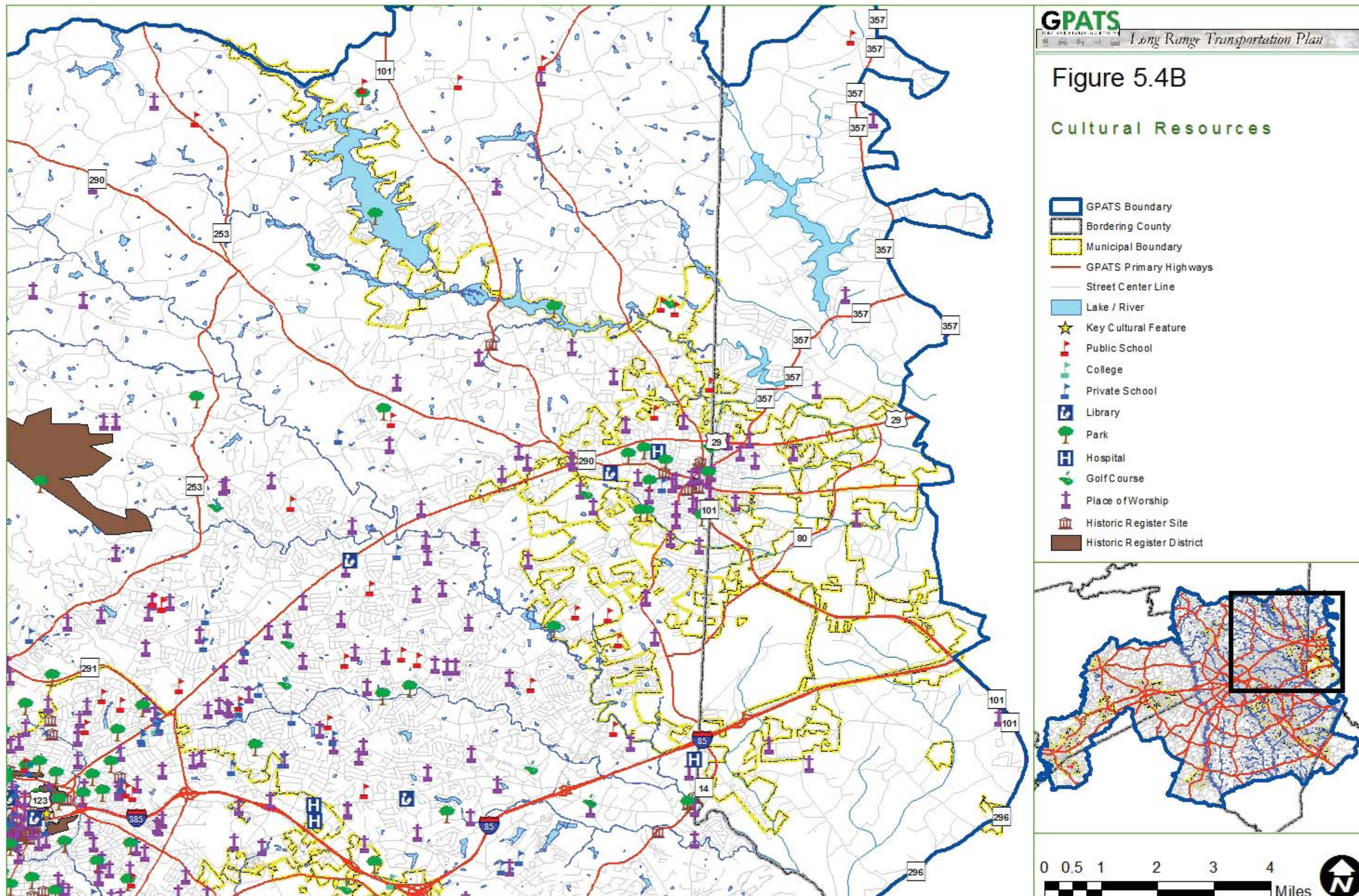




Figure 5.4C

Cultural Resources

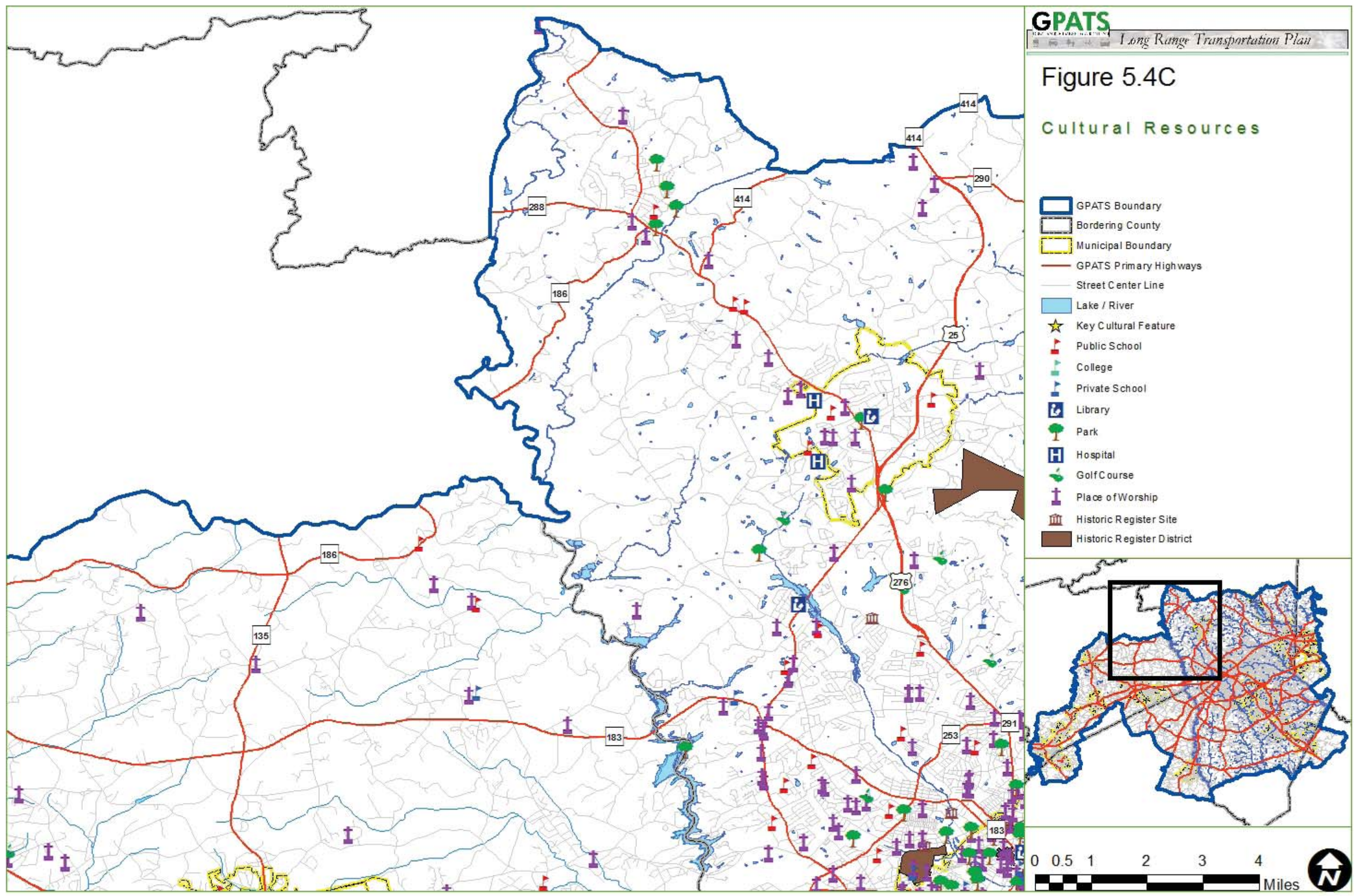
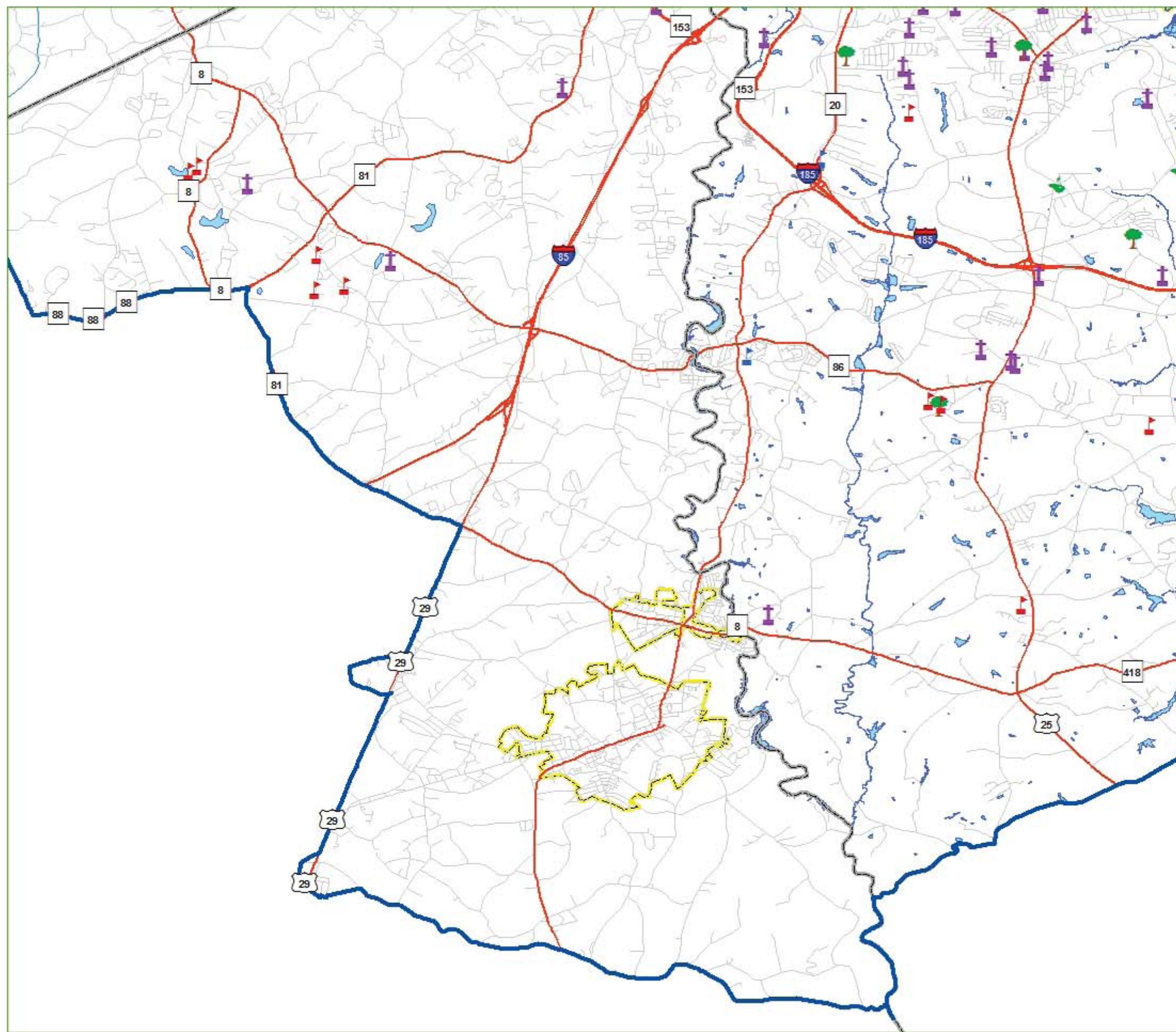




Figure 5.4D

Cultural Resources



- GPATS Boundary
- Bordering County
- Municipal Boundary
- GPATS Primary Highways
- Street Center Line
- Lake / River
- ★ Key Cultural Feature
- Public School
- College
- Private School
- Library
- Park
- Hospital
- Golf Course
- Place of Worship
- Historic Register Site
- Historic Register District

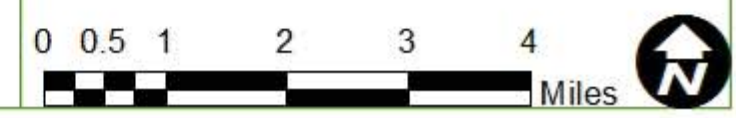
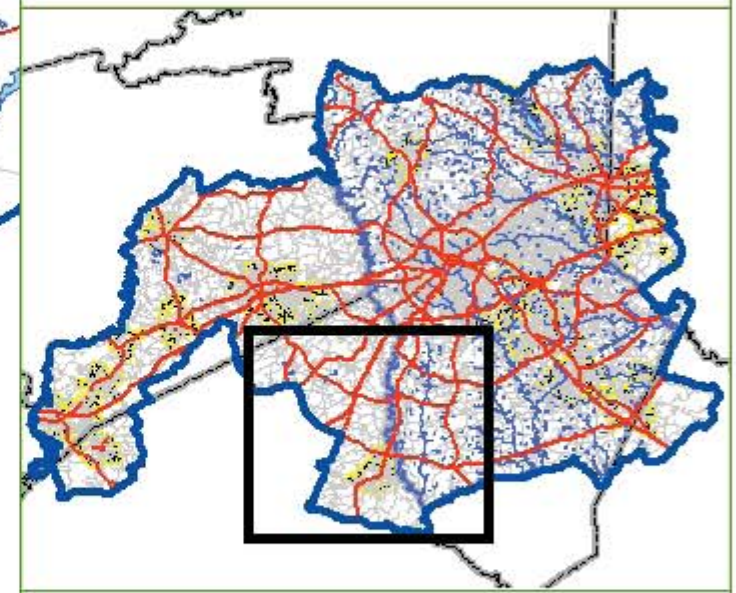




Figure 5.4E

Cultural Resources

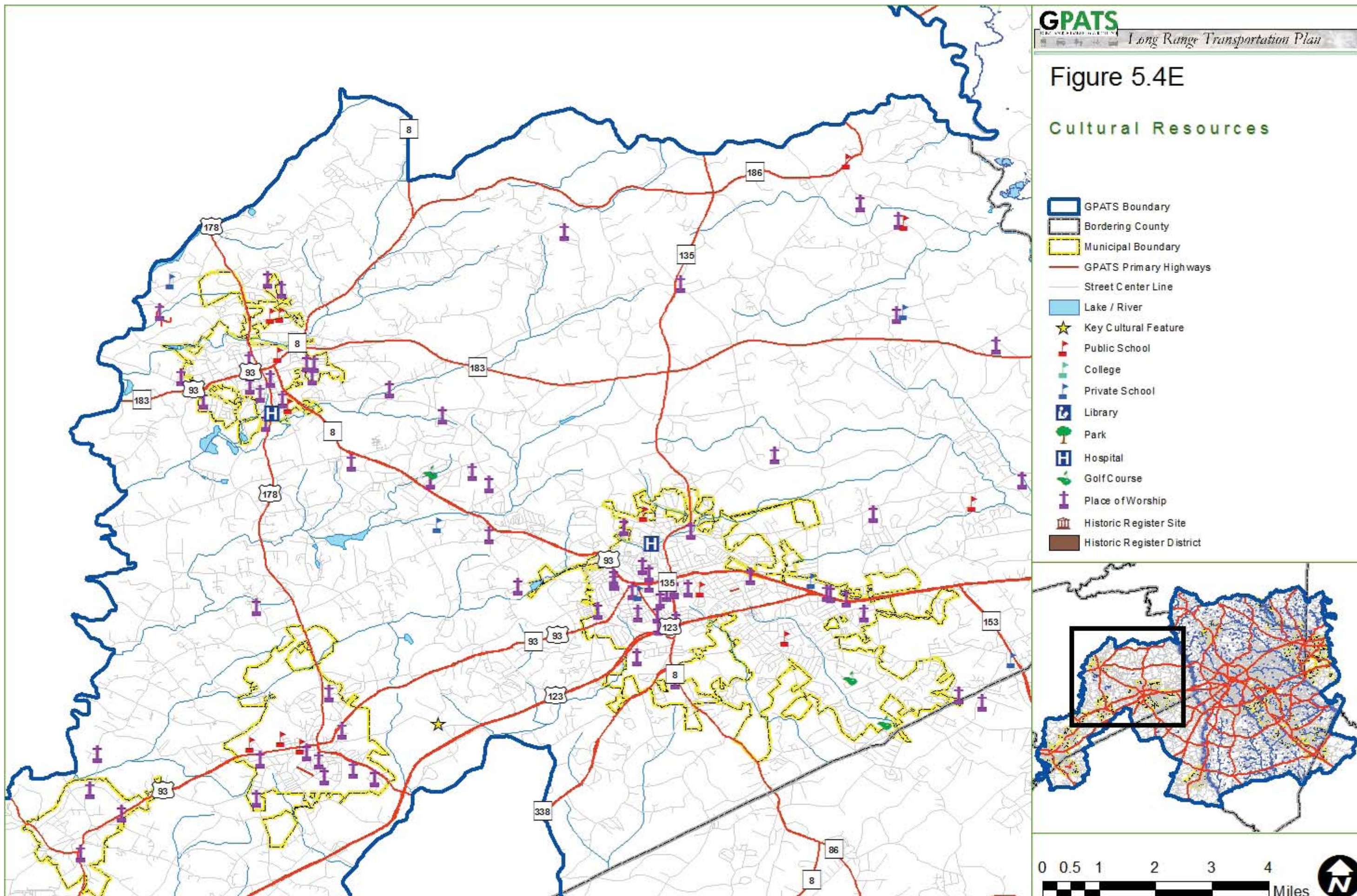




Figure 5.4F

Cultural Resources

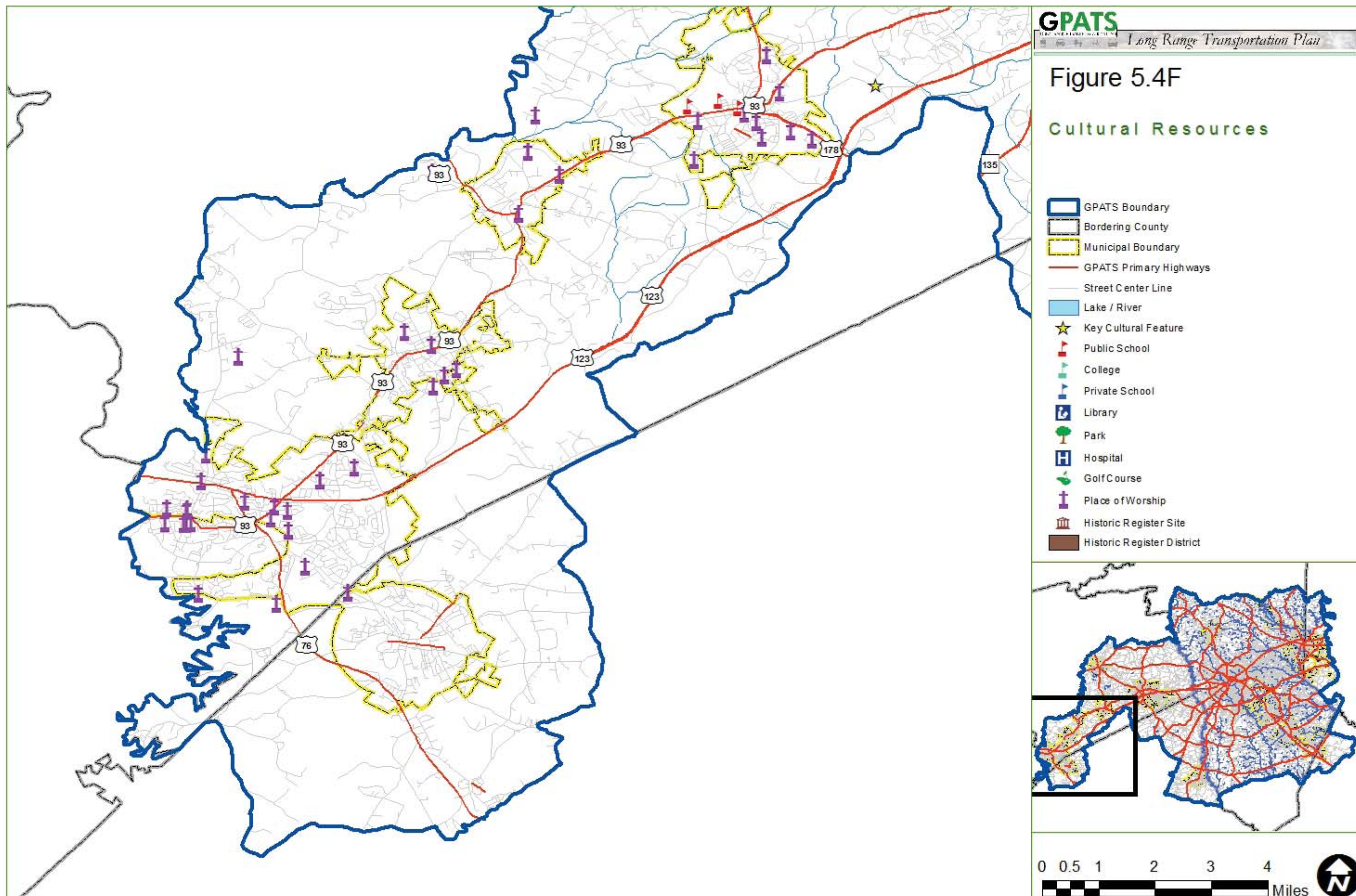
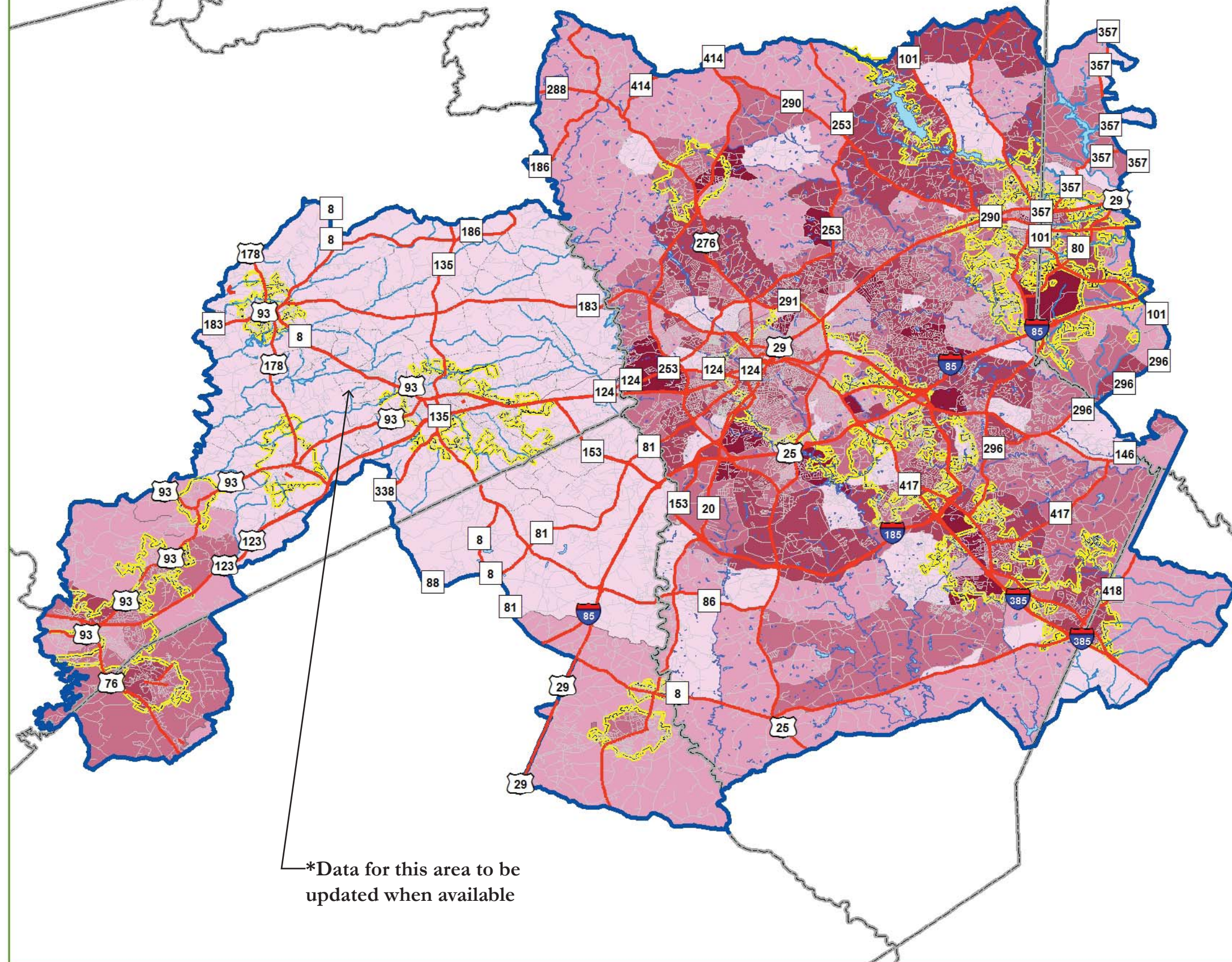


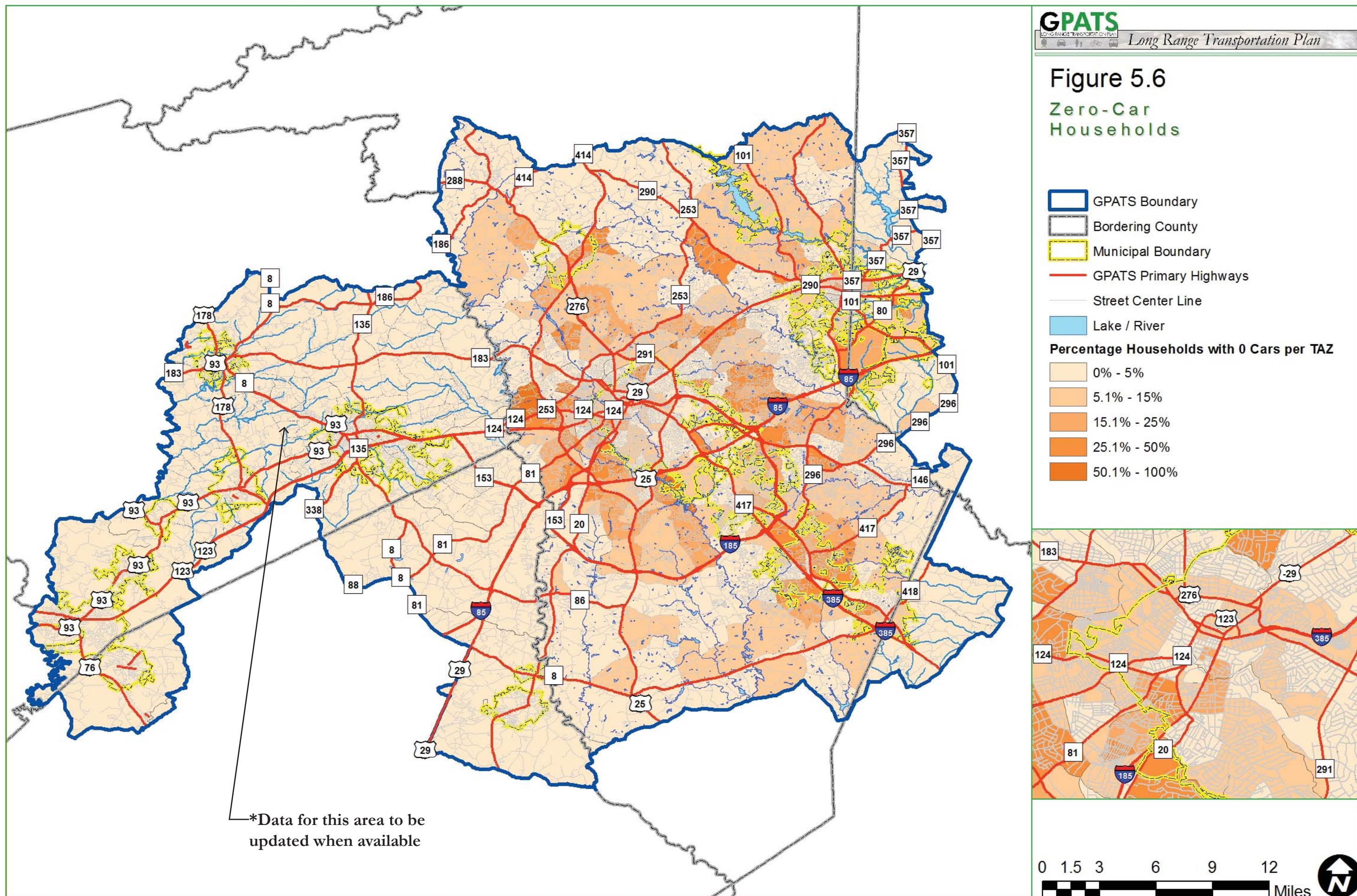


Figure 5.5  
Low-Income  
Households



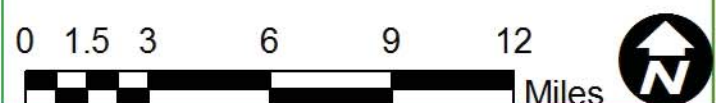


**Figure 5.6**  
**Zero-Car**  
**Households**





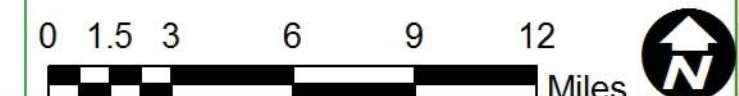
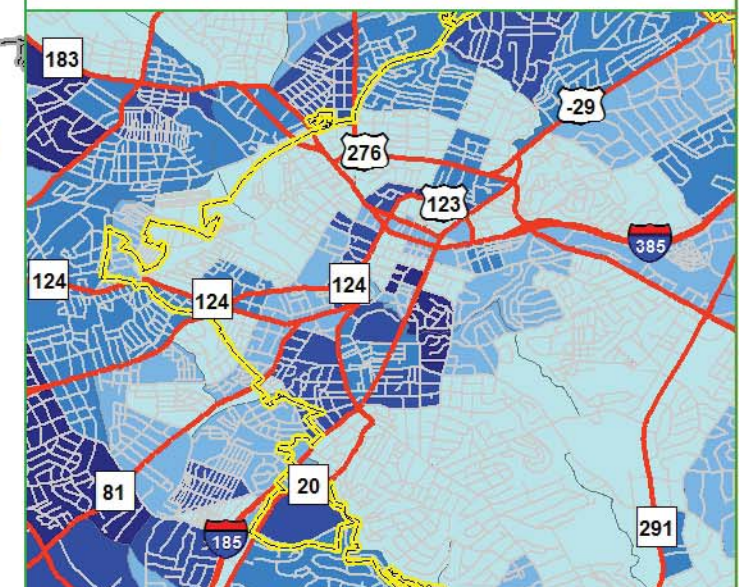
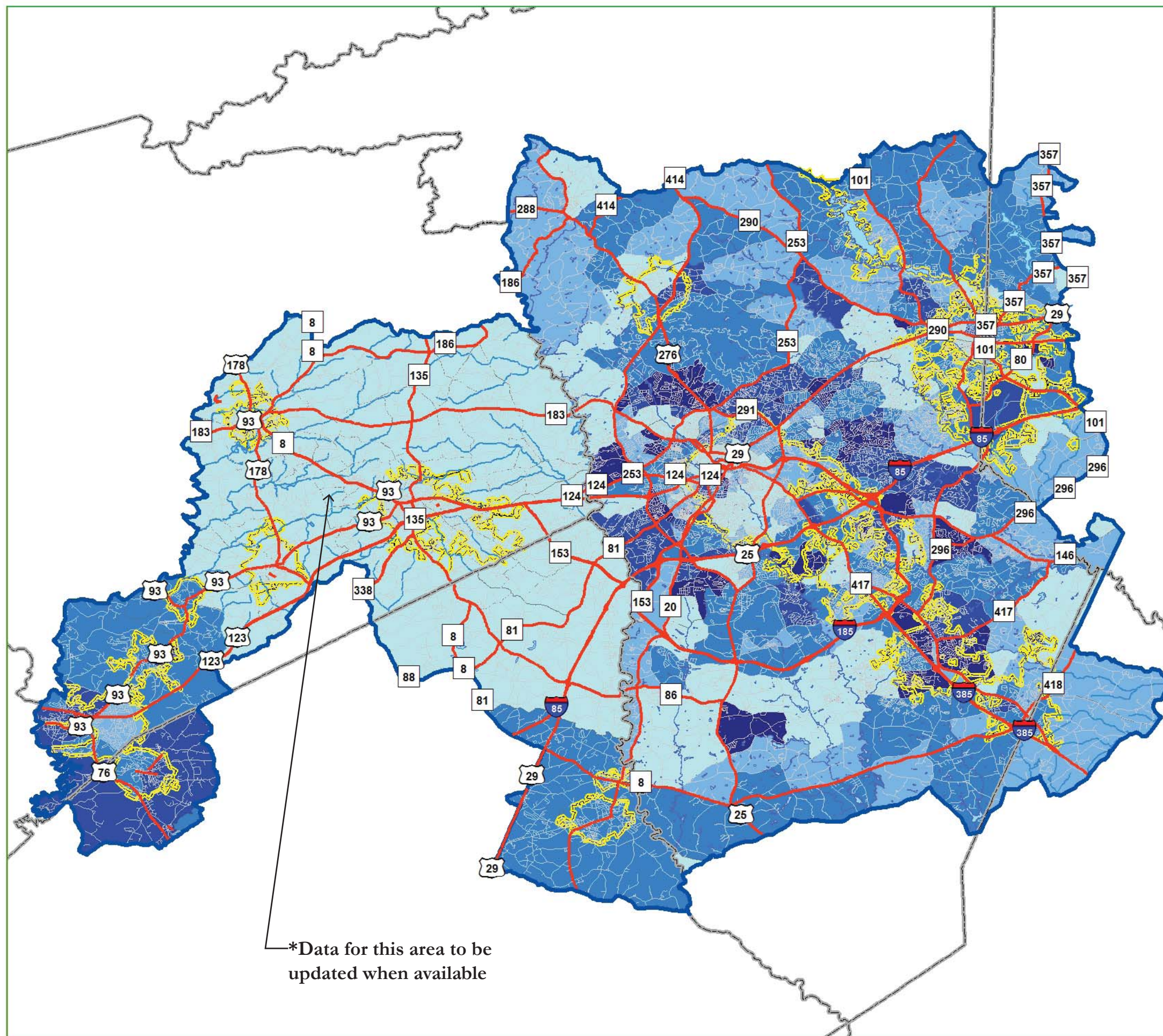
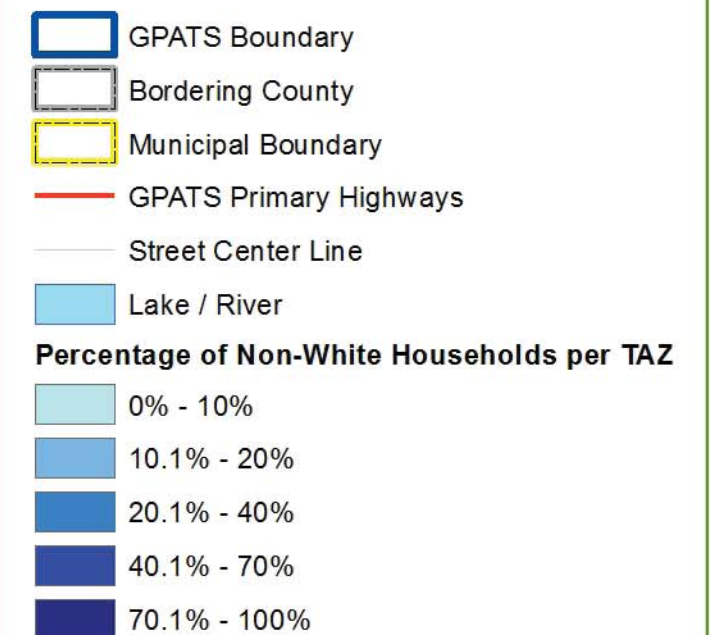
Hispanic Ethnicity  
Households





**Figure 5.8**

**Minority (Non-White) Households**





## Transit Element

The GPATS 2007 Long-Range Transportation Plan identifies many goals for transit operations in the region. This element has been a driving force in the many changes that have occurred with transit in the past several years.

### The Formation of Greenlink

In 2008, the Greenville Transit Authority ceased bus operations as a transit agency, and all operations were assumed by the City of Greenville. The bus system was rebranded as “Greenlink,” and was managed by the Greenville Transit Authority Board of Directors, serving as an independent board with members appointed by the City of Greenville, Greenville County, and the Greenville Legislative Delegation.

GTA and Greenlink, over the past five years, have strived to make major improvements to the regional transit system, including upgrades and improvements to the Transfer Center and Bus Stops, replacement of their aging fleet, and achieving excellent on-time performance.

### Greenlink Transit Vision and Master Plan

In 2010, Greenlink completed and adopted their Transit Vision and Master Plan, a document to assist GTA and Greenlink establish policies and funding goals to sustain their transit system and develop their near-term and long-range efforts for system maintenance and expansion.

Using numerous previous studies, including the GPATS 2007 LRTP Transit Element, as a guide, Greenlink developed their Near-Term System Improvements, Short and Mid-Term Improvement Plan (Figure 7.1), and Long-Term Transit Master Plan (Figure 7.2). Much of the success of the Greenlink Plan is dependent on the securing of an expanded and dedicated funding source for operations and maintenance.

In 2011, Greenlink began service to the Cities of Mauldin and Simpsonville, and in 2013 began service to Clemson University. Their current route structure is shown in Figure 7.3.

Figure 7.4 highlights the downtown Greenville area showing the Greenlink routes as they occur within higher density, minority, low-income, zero-car households, and

hispanic ethnicity areas. Figure 7.5 shows a regional view of the routes within those same areas.

### Clemson Area Transit System

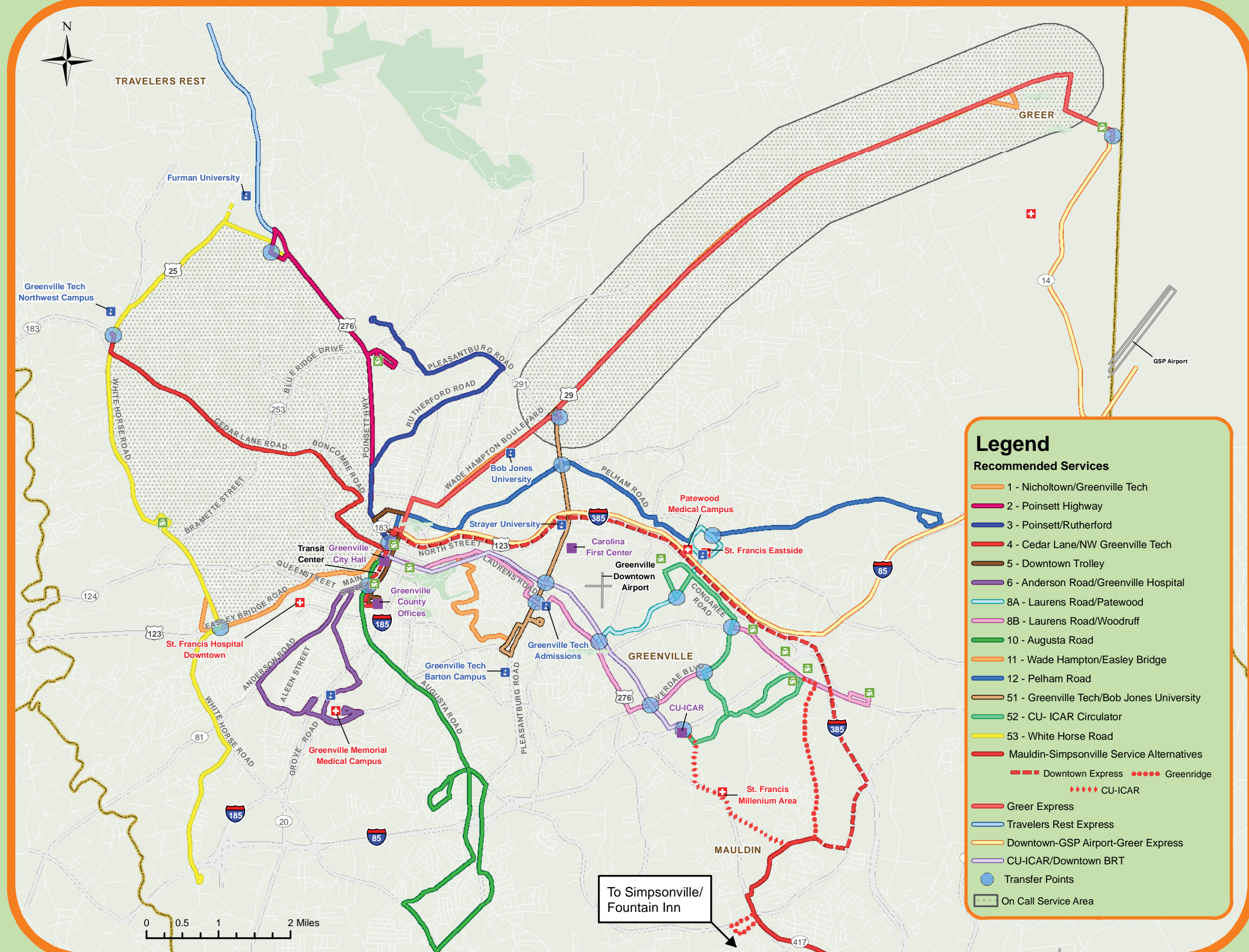
As a part of the Census-mandated expansion of the GPATS boundary, the City and University of Clemson was brought inside the Greenville Urbanized Area. This elevated the Clemson Area Transit System managed by the City of Clemson from a Rural program under SCDOT Transit oversight, to a Large Urban program under the Greenville Transit Authority. The City of Clemson has negotiated for a percentage of the Federal Transit Authority funds, which shall be revisited each year to be commensurate with their ridership. GTA remains the designated recipient of FTA funding, with the programs of Greenlink Transit, CAT, and other sub recipients as warranted.

### Implementation

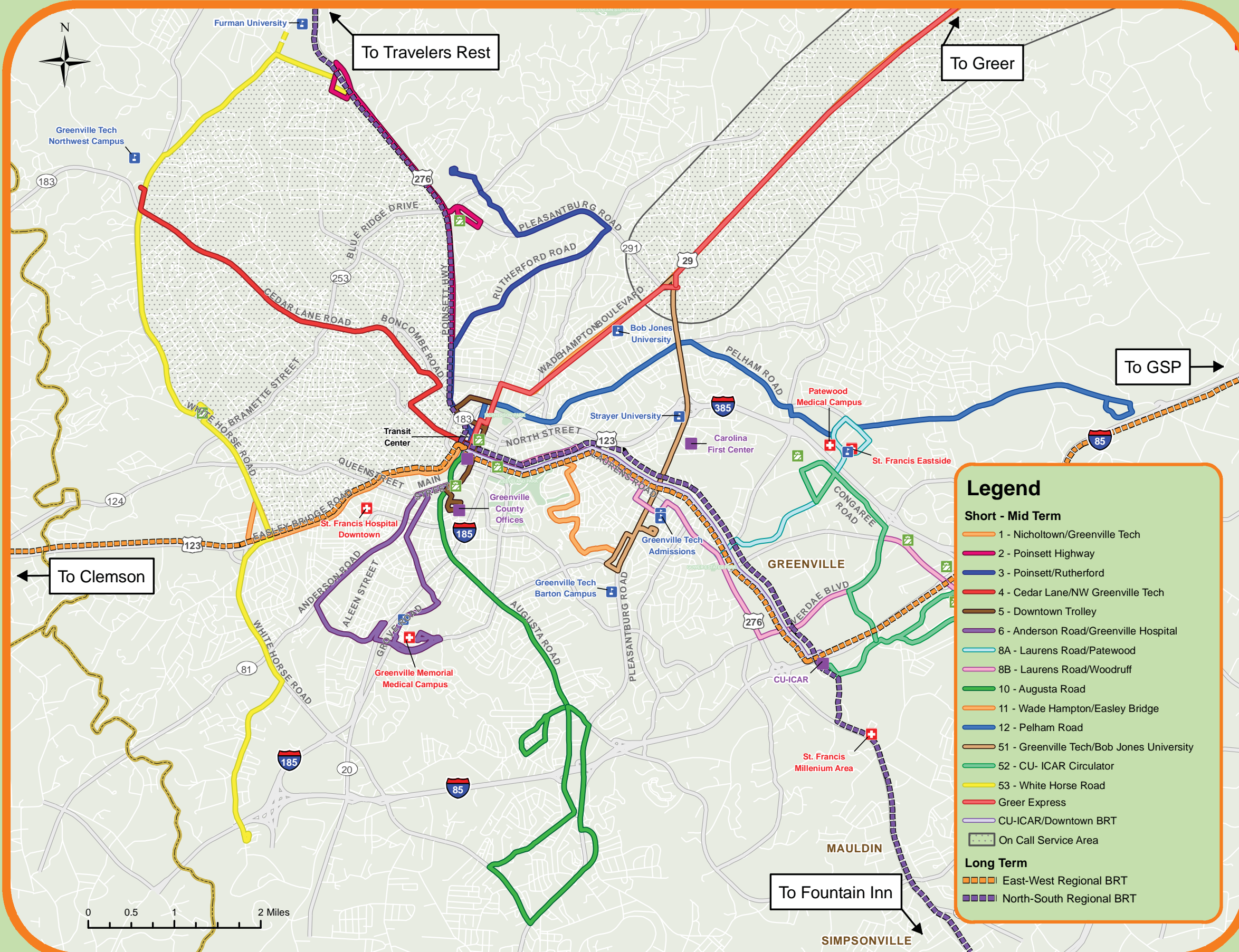
At this time, GPATS acknowledges the constant and dedicated work of GTA, Greenlink, and CATS in developing, operating, and maintaining their transit services throughout the region. GPATS, in conjunction with these transit agencies, maintains the FTA apportionments in the Transportation Improvement Program, and serves in an advisory capacity to their operations. The Transit Vision and Master Plan recommendations will serve as the GPATS Transit Element for this update.

In 2014, GTA will embark on an update of the Transit Vision and Master Plan, to account for the past several years of progress and to include the CATS near and long-term visions. GPATS will use the result of the TVMP Update as the basis for the Transit Mode Split in the next full Long Range Transportation Plan.





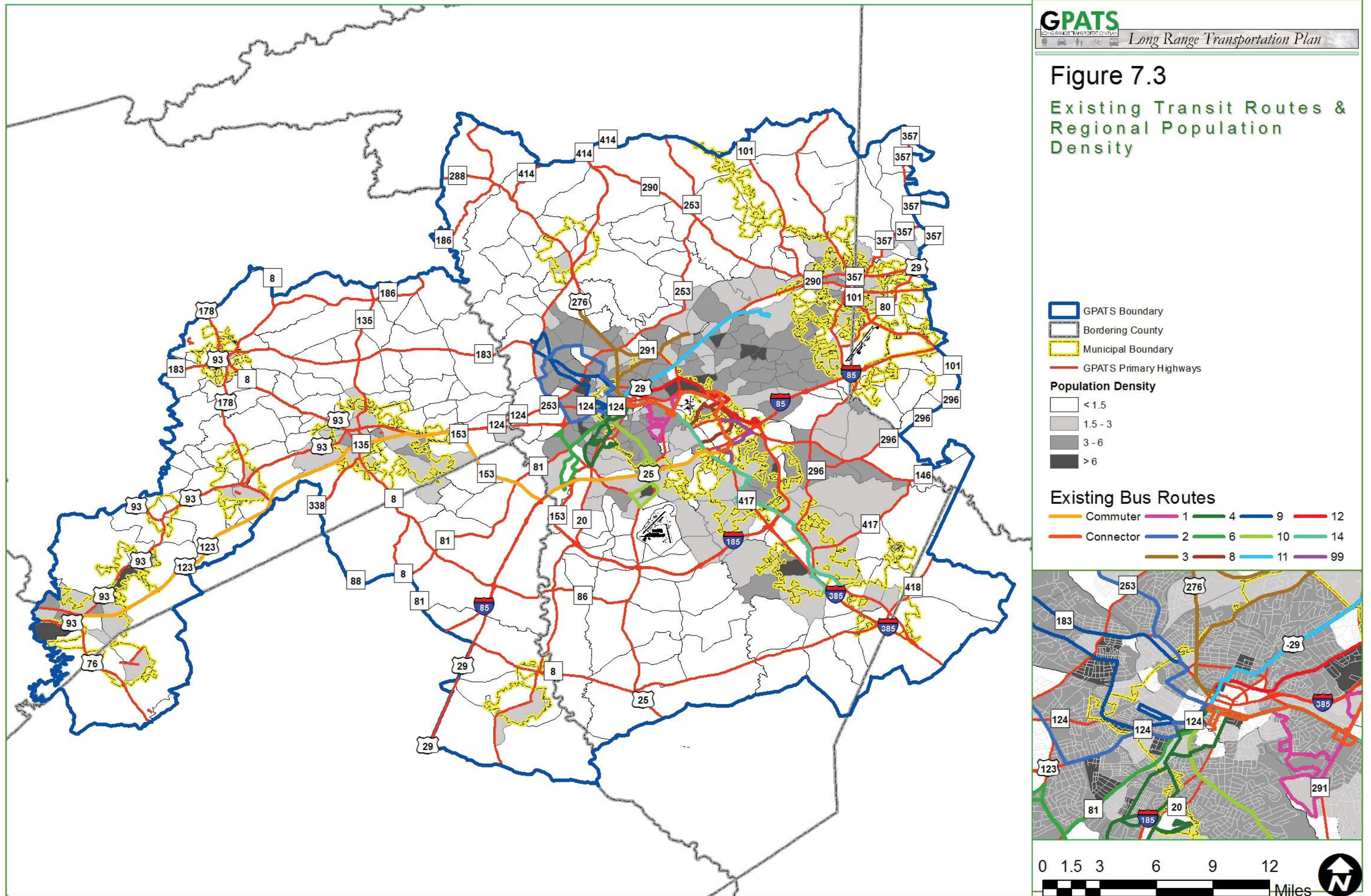






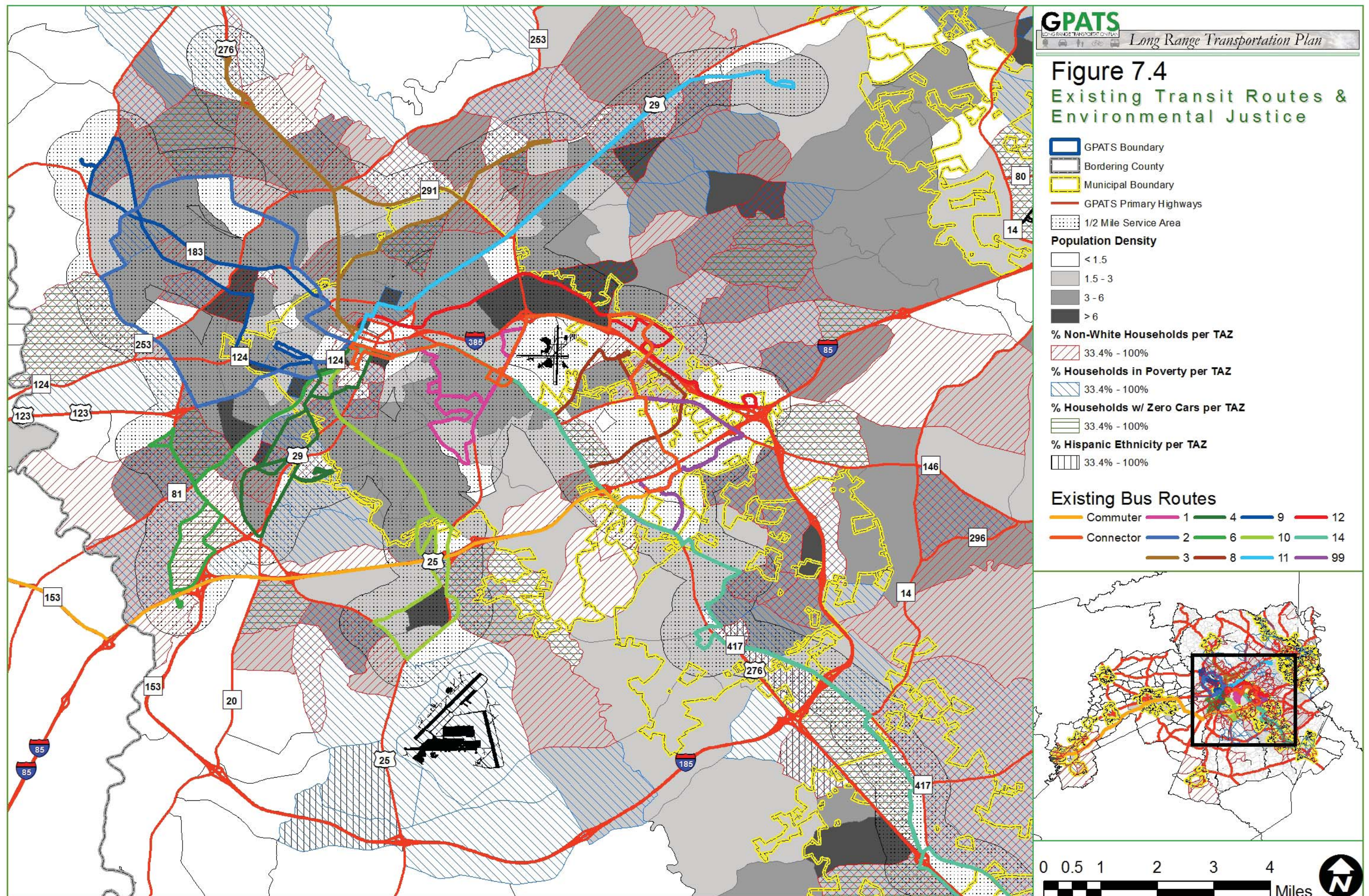
**Figure 7.3**

**Existing Transit Routes & Regional Population Density**



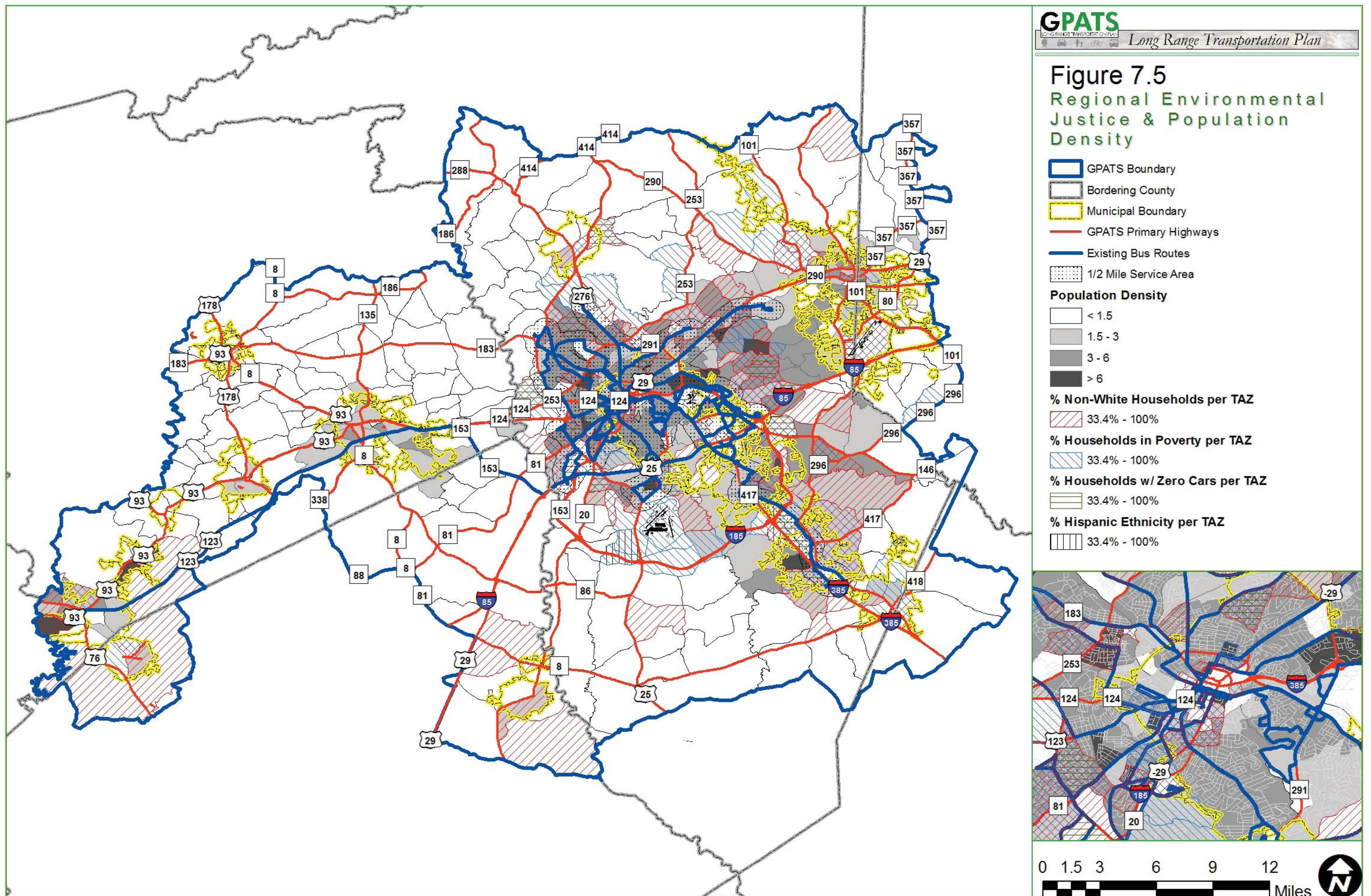


**Figure 7.4**  
Existing Transit Routes & Environmental Justice





**Figure 7.5**  
**Regional Environmental**  
**Justice & Population**  
**Density**





# Financial Plan

GPATS Funding Sources remain mostly unchanged since the 2007 LRTP was adopted. The amounts have fluctuated due to the new Highway Authorization Bill, MAP-21 (Moving Ahead for Progress in the 21st Century), but by-and-large the mechanisms under which GPATS operates remains the same. A summary of the GPATS funding may be found in Figure 9.

## Guideshare

The South Carolina Guideshare program, also known as the Surface Transportation Program, is funded by Federal and State gasoline and diesel taxes. The GPATS allocation of Guideshare is currently sitting at \$14.835 million per year, and must be prioritized with South Carolina Act 114.

Project funding is required to be fiscally constrained to the amount GPATS is expected to receive by the year 2035 out of Guideshare (p. 9-3).

The fiscal years considered for this plan run from 2020 through 2035, which is the period after the current GPATS Transportation Improvement program that runs from 2014 through 2019. These 16 years comprise the window of the LRTP.

Guideshare funding in South Carolina is currently in a holding pattern. The adoption of the MAP-21 Highway Bill and the expansions and additions to the South Carolina Metropolitan Planning Organizations has necessitated a change in the Guideshare allocation formula by SCDOT. At the time of this document, we have not received updated Guideshare numbers.

Prior to MAP-21 and the Census-mandated expansion of GPATS, the Guideshare allocation for GPATS stood at \$14.835 million per year. Given the expansion and population and VMT growth, GPATS can expect to receive an increase in Guideshare, but it is not certain, nor certain what that increase would be.

For the approval of the LRTP to meet Federal regulations, the plan must be fiscally constrained, so the most recent allocation of \$14.835 million per year is being used as a placeholder constraint until new Guideshares are released by SCDOT in 2014.

\$14.835 million per year, over 16 years totals \$237.360 million for the LRTP budget.

As it is a placeholder, we are currently not including debt service payments against this total, nor inflation factors, as we expect the eventual Guideshare to compensate for both of these figures.

Table 1 (Appendix A-1 & A-2) shows the LRTP Project list, with a split between those projects that can be funded with this \$237 million by the year 2035. The top 21 projects, totaling an estimated \$229.930 million, can be funded without exceeding the \$237 million budget.

## Guideshare Amendment

SCDOT expects to have final updated Guideshare funding allocations for GPATS by January of 2014, at which time GPATS will re-constrain the LRTP to meet the new figure, compensating for debt service and inflation.

The LRTP Project List and this document will be amended by the GPATS Policy Committee as appropriate once the allocation has been finalized.

## Transportation Alternatives

With the adoption of MAP-21, the Transportation Enhancement Program has expired, replaced by the Transportation Alternatives Program.

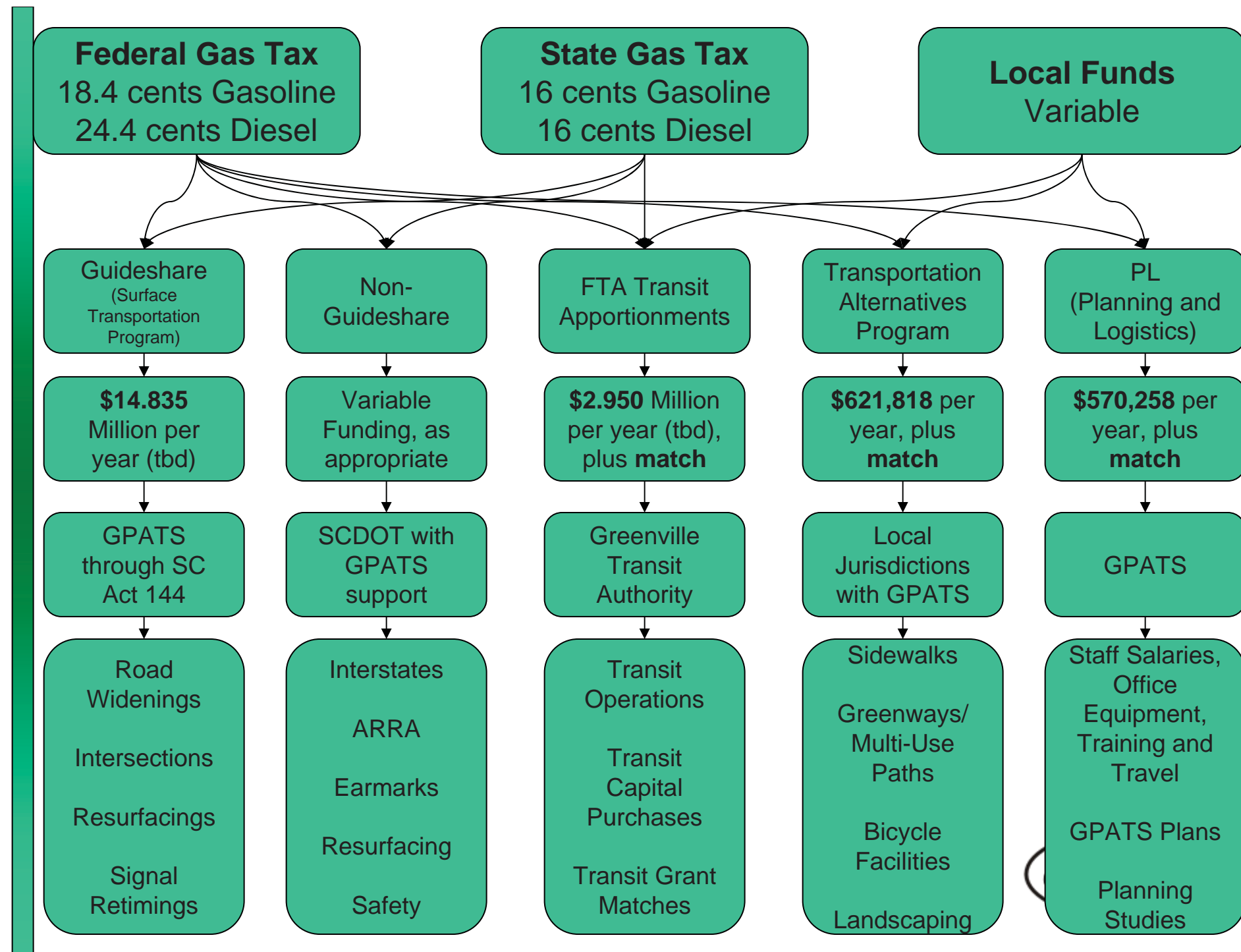
Under the new program, only South Carolina MPOs of 200,000 persons or more may qualify for direct allocations, the remaining MPOs and COGs must compete from a \$4 million per year state pot.

The GPATS allocation is based on population, and amounts to \$621,818 per year. This is a slight decrease from the amount of TE funding GPATS received.

New regulations regarding the spending of TAP funds required GPATS to create a program on how to distribute funding to local jurisdictions and manage the progress of the projects. This program document can be found in Appendix B.



Figure 9





**GPATS Financial Constraint, FY 2020 to FY 2035**

Year	Guideshare	Pct Increase	Resurfacing 20%	Debt Service	Corridor funds	Inflation Adjusted funds	
						Inflation factor	Corridor funds
2020	15,985,514		3,197,103	2,434,123	10,354,289	1.15	9,014,811.85
2021	16,624,934	4.0%	3,324,987	2,439,414	10,860,533	1.17	9,255,271.06
2022	17,198,528	3.5%	3,439,706	452,213	13,306,609	1.20	11,081,587.96
2023	17,198,528	0.0%	3,439,706	-	13,758,822	1.22	11,248,619.48
2024	20,638,234	20.0%	4,127,647	-	16,510,587	1.25	13,229,496.13
2025	20,638,234	0.0%	4,127,647	-	16,510,587	1.27	12,971,148.80
2026	20,638,234	0.0%	4,127,647	-	16,510,587	1.30	12,723,604.26
2027	20,638,234	0.0%	4,127,647	-	16,510,587	1.32	12,461,993.80
2028	20,638,234	0.0%	4,127,647	-	16,510,587	1.35	12,255,818.28
2029	20,638,234	0.0%	4,127,647	-	16,510,587	1.37	12,034,591.14
2030	20,638,234	0.0%	4,127,647	-	16,510,587	1.40	11,821,209.04
2031	21,463,763	4.0%	4,292,753	-	17,171,010	1.42	12,079,479.40
2032	22,204,306	3.5%	4,440,861	-	17,763,445	1.45	12,260,848.22
2033	22,204,306	0.0%	4,440,861	-	17,763,445	1.47	12,074,746.40
2034	22,204,306	0.0%	4,440,861	-	17,763,445	1.50	11,874,482.68
2035	22,204,306	0.0%	4,440,861	-	17,763,445	1.52	11,680,753.46
Totals	321,756,129	0	64,351,226	5,325,750	252,079,153		188,068,461.96



Table 1: GPATS Highway Projects

Table 1: GPATS Highway Projects																																	
Notes		County	Project Name	Route Number(s)	Termini	Project Scope	Notes	Bicycle facilities	Sidewalk	Score Existing Traffic	Score Future Traffic	Score VIC Improvement	Network Connectivity	System Continuity	Freight Benefits	Corridor Safety	Multimodal Safety	Access management	Compact Urban Centers	Non-Auto Transportation	Environmental Justice	Environmental Natural Features	Cultural Community Resources	Impact Homes or Businesses	Topography	Cost per Capacity-Mile	PQI Score	Score	PQI Value	Project Length (Mi)	Total Project Cost (\$k)	Cumulative Cost (\$k)	
L RTP, New	New	Greenville	Woodruff Road Parallel		Verdae to Miller	New 4-lane Divided Parkway	Replaces Park Woodruff and Verdae P		TBD	10	10	10	4	0	2	10	4	5	0	9	2	-1	1	-4	-2	-2	0	58	N/A	1.45	\$27,200	\$27,200	
L RTP	Unfunded	Greenville	Woodruff Road	SC 146	Woodruff Industrial to Smith Hines	7 lane	High Right of Way Cost, business impacts	Wide outside lane	Both sides	10	10	8	2	2	4	14	4	0	0	3	1	0	0	-6	0	-1	3	54	3.224	1.44	\$31,900	\$59,100	
L RTP, New	New	Anderson	SC-153	SC 153	US-123 to I-85	LTIs and functional improvements			TBD	8	10	4	4	2	6	4	4	1	0	3	4	-2	2	-2	0	1	3	52	2.901	6.30	\$10,680	\$69,780	
L RTP	Unfunded	Anderson	SC 153	SC 153	Three Bridges Road to I-85	6 lane divided				8	10	8	4	2	4	11	4	0	0	3	1	-3	0	-4	0	1	3	52	2.867	2.00	\$10,250	\$80,030	
L RTP	Unfunded	Greenville	Grove Road	SC 20	White Horse Rd. (US 25) to Faris Rd.	3 lane and 5 lane		Five lanes south of Old Grove Road	Bike Lane	10	10	0	4	0	4	11	4	0	0	6	1	-2	0	-4	0	-2	3	45	3.411	1.30	\$10,400	\$90,430	
L RTP	Unfunded	Pickens	Farris Bridge Road	SC 183	Groce Road to Hamburg Road	4 lane with median		2' Paved Shoulder	Future	6	10	8	2	2	4	7	4	0	0	3	1	-1	0	-4	-1	2	2	45	3.587	3.50	\$26,400	\$116,830	
L RTP	Unfunded	Pickens	SC 8	SC 8	St Paul Rd to SC 135	3 lane		Wide outside lane	One side	6	8	8	2	0	4	4	4	0	0	3	1	0	2	-2	0	1	3	44	2.785	4.20	\$18,200	\$135,030	
L RTP, New	New	Anderson	US 29		I-85 to Brezeale/Cheddar	Widen; bridge clearance at Cherokee				6	6	0	4	2	4	21	0	0	0	3	-1	0	-2	0	-2	3	44	2.800	1.54	\$7,550	\$142,580		
L RTP, New	New	Greenville	Howell Road		E. North to Edwards	3/5 Lanes			TBD	6	8	8	2	0	0	7	4	0	0	6	4	-1	1	-4	0	-1	3	43	2.718	0.97	\$7,850	\$150,430	
L RTP	Unfunded	Greenville	Park Woodruff Ext	new	Carolina Point to Miller Rd	New 2 lane Secondary				8	10	0	2	0	11	4	5	0	6	2	-1	0	-2	0	0	-2	0	43	N/A	0.60	\$4,950	\$155,380	
L RTP	Unfunded	Greenville	Miller Road	S-564	Woodruff Rd to Old Mill Rd	Improved 2 lane	Left turn lanes at major intersections	Bike Lane	One side	6	8	2	2	2	0	4	4	0	4	6	4	-1	1	-2	0	-2	3	41	2.788	2.65	\$5,120	\$160,500	
L RTP	Unfunded	Greenville	Fairview Road	S-55	Harrison Bridge to SC 418	Improved 2 lane	Left turn lanes at major intersections	2' Paved Shoulder	Future	6	10	2	2	2	0	11	4	0	0	6	1	-1	0	-2	0	-2	2	41	3.811	3.10	\$6,700	\$167,200	
L RTP	Unfunded	Greenville	Conestee Road	S-221	Mauldin Rd to Fork Shoals	3 lane		Bike Lane (Greenway)	One side	6	8	2	2	0	0	11	4	0	0	6	4	-4	2	-2	-1	-2	4	40	1.953	1.50	\$6,000	\$173,200	
L RTP, New	New	Greenville	Harrison Bridge Road		Fairview to Neely Ferry	3 Lanes	vs Rocky Creek/Harrison Bridge Project		TBD	8	10	2	2	0	0	4	4	0	0	6	4	0	0	-2	0	-2	3	39	2.859	1.20	\$6,600	\$179,800	
L RTP	Unfunded	Greenville	Verdae Point Drive	new	Verdae to Carolina Point	New 2 lane Secondary				6	10	0	2	0	7	4	4	0	6	7	-2	0	-2	-1	0	-2	0	39	N/A	0.85	\$6,150	\$185,950	
L RTP	Unfunded	Greenville	Bridges Road	S-941	Butler Road to Holland Road	4 lanes				6	8	8	2	2	0	0	4	0	0	6	1	0	0	-2	0	-1	4	38	2.310	0.75	\$5,200	\$191,150	
L RTP	Unfunded	Greenville	Bennetts Bridge Road	SC 296	Woodruff to Brockman McClimon	4 lane with median		Wide Outside Lane	Future	3	10	8	2	0	0	7	4	0	0	3	1	-2	0	-2	0	1	3	38	3.150	2.90	\$17,200	\$208,350	
L RTP	Unfunded	Pickens	US 123	US 123	SC 93 to SC 8	6 lane with median	Restripe existing 72' roadway, access ma	Existing	6	8	0	4	2	4	11	0	0	0	0	3	0	0	-4	0	1	3	38	2.506	2.40	\$13,830	\$222,180		
L RTP, New	New	Greenville	Bridges Road		I-385 to Holland	3 Lanes			TBD	8	8	4	2	0	0	0	4	0	0	6	4	0	0	-2	0	-1	4	37	2.310	0.30	\$2,850	\$225,030	
L RTP, New	New	Greenville	Beattie/College Corridor		Church to Academy	Road Diet and functional improvements			TBD	0	0	6	4	0	0	7	6	0	2	9	1	0	0	-2	0	1	2	36	4.066	0.45	\$3,750	\$228,780	
L RTP		Anderson	W. Main St.		Anderson Drive to Greenville Drive	3 lanes				8	8	0	2	0	0	7	4	0	2	3	4	-2	1	-4	0	-1	4	36	2.300	0.70	\$1,150	\$229,930	
Vision	Unfunded	Greenville	SC 253	SC 253	Reld School to State Park	5 lanes		2' shoulder		6	10	8	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	35	3.270	2.50	\$15,400	\$245,330	
Vision	Unfunded	Greenville	Boiling Springs Road	S-447	Peiham to Phillips	Improved 2 lane	Left turn lanes at major intersections		One side	8	8	2	2	0	0	7	4	0	0	3	1	0	1	-2	0	-2	3	35	2.782	1.00	\$2,440	\$247,770	
Vision		Greenville	Peiham St Ext	new	SC 14 to I-385 Frontage Road	New 2 lane Secondary			One Side	10	10	4	4	0	4	0	4	4	0	3	-2	0	-2	0	-2	0	35	N/A	0.70	\$5,450	\$253,220		
Vision	Unfunded	Greenville	Scuffletown Road	S-145	Woodruff to Jonesville	Improved 2 lane				10	10	8	2	0	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	34	2.527	2.00	\$4,600	\$257,820	
Vision	Unfunded	Greenville	Rocky Creek Rd/Harrison	S-453	West Georgia to Fairview Rd	Improved 2 lane		Wide outside lane	One side	8	10	2	2	0	0	7	4	0	0	3	1	-2	0	-4	0	-1	3	33	3.452	3.10	\$6,450	\$264,270	
Vision		Greenville	Five Forks Rd		SC 14 to Woodruff	3 lanes	Include bike lanes and sidewalks			0	6	4	4	2	0	4	4	0	0	6	4	0	1	-4	0	-1	3	33	3.178	1.71	\$6,050	\$270,320	
Vision		Greenville	Garlington Road	S-564	Woodruff Rd to to Roper Mountain Rd	Multilane	Assymetrical four lane (add one southbou	Wide outside lane	One side	3	8	6	4	2	0	0	4	4	0	6	1	-2	0	-4	0	-2	3	33	2.810	1.40	\$6,830	\$277,150	
Vision		Pickens	Powersville Road	S-28	SC 153 to US 123	Improved 2 lane	Left turn lanes at major intersections	Bike Lane	One side	3	0	8	4	2	0	4	4	4	0	3	1	0	1	-2	0	-2	3	33	2.758	3.30	\$6,700	\$283,850	
Vision	Unfunded	Greenville	Woodruff Road	SC 146	SC 296 to SC 417	Improved 2 lane	Most intersections already improved by d	2' Paved Shoulder		0	10	2	2	2	2	7	4	0	0	3	1	0	0	-4	0	2	2	33	3.706	2.50	\$5,120	\$288,970	
Vision	New	Greenville	SC-418		Greenpond to Durbin	Corridor Functional Improvements			TBD	0	10	0	4	0	4	0	4	0	2	6	4	-1	1	-4	0	-1	3	32	2.977	2.90	\$5,500	\$294,470	
Vision	Unfunded	Anderson, Greenville	Anderson Road	SC 81	Near US 25 to SC 153	4 lane with median		Wide outside lane	Commercial areas	6	8	8	4	2	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	32	2.832	2.90	\$17,800	\$312,270	
Vision	Unfunded	Anderson, Greenville	SC 86	SC 86	SC 20 to SC 81	Improved 2 lane	Left turn lanes at major intersections (1.2	2' Paved Shoulder	Urban only	8	6	0	4	0	4	7	4	0	0	3	1	-4	0	-2	0	-2	3	32	2.575	6.20	\$11,950	\$324,220	
Vision	Unfunded	Greenville	Pine Knoll/Waddell	S-165	Rutherford Rd to Wade Hampton Blvd	Improved 2 lane	Left turn lanes at major intersections		Future	8	10	2	2	2	0	11	0	0	0	0	0	-2	1	-2	0	-2	2	32	3.799	1.51	\$3,550	\$327,770	
Vision	Unfunded	Greenville	Bridges Road	S-941	Butler Road to I-385	4 lane	Assymetrical 4 lane (4 lanes ft existing ov	Bike Lane	One side	3	6	6	4	2	0	0	4	0	0	6	1	0	0	-4	0	-1	4	31	2.265	0.45	\$5,000	\$332,770	
Vision		Pickens	Saluda Dam/Olive	S-21/221/36	SC 8 to Prince Perry	3 lane			One side	0	3	4	2	2	2	0	4	4	4	6	1	-1	0	-2	0	-2	4	31	2.253	3.90	\$17,750	\$350,520	
Vision	Unfunded	Greenville	East Georgia	SC 417	Hunter Rd to Lee Vaughn Rd	4 lane with median		Bike Lane	Both Sides	0	10	8	2	0	0	0	4	0	0	6	1	0	0	-2	0	-1	3	31	3.260	0.83	\$6,930	\$357,450	
Vision	Unfunded	Pickens	Farris Bridge Road	SC 183	Hamburg Road to SC 135	Improved 2 lane	Left turn lanes at major intersections	Existing 2' shoulder		3	8	0	2	2	4	7	4	0	0	3	1	-1	0	-2	0	-2	2	31	3.928	4.20	\$9,350	\$366,800	
Vision	New	Greenville	Salters Road		Woodruff to Verdae	Realignment with Mail Connector			TBD	0	3	4	2	2	0	7	6	0	0	9	2	-1	1	-2	-1	1	0	31	N/A	0.85	\$5,500	\$372,300	
Vision	New	Greenville	E. Butler Road		Verdin to Woodruff	3 Lanes			TBD	0	3	2	2	0	4	7	4	0	0	6	4	-1	0	-4	0	-1	4	30	2.047	0.83	\$5,700	\$378,000	
Vision	New	Greenville	University Ridge Extension		University Ridge to Pendleton	New 2/3-lane Road/Realignment			TBD	3	8	6	2	4	0	4	6	4	0	9	-6	0	-1	-6	-1	-2	0	30	N/A	0.3	\$4,030	\$382,030	
Vision	New	Greenville	W. Georgia Road		Neely Ferry to E. Standing Springs	5 Lanes			TBD	0	6	8	2	0	0	0	4	0	0	6	4	-1	1	-2	0	-2	3	29	2.780	1.00	\$8,030	\$390,060	
Vision	Unfunded	Greenville	Fork Shoals Road	S-60	Ashmore Bridge to US 25	3 lane/5 lane		Bike Lane		6	8	2	2	0	0	4	4	0	0	6	1	-2	0	-4	0	-1	3	29	2.704	3.00	\$17,250	\$407,310	
Vision	Unfunded	Greenville	Fairview Street	S-418	N. Nelson to SC 14	3 lane		Wide outside lane	One side	0	6	6	2	0	4	0	4	0	0	3	4	-1	2	-2	0	-2	3	29	3.504	1.31	\$5,650	\$412,960	
Vision	New	Greenville	Edwards Road		Pleasantburg to Howell	3 Lanes			TBD	6	6	8	2	0	0	0	4	0	0	6	1	-1	2	-4	0	-1	0	29	N/A	1.83	\$6,650	\$419,610	
Vision		Pickens	SC 133		US 123 to Madden Bridge Rd	Widen to 3 lanes				6	8	0	2	0	0	4	4	0	0	6	1	-1	1	-4	0	-1	3	29	2.700	3.44	\$8,700	\$428,310	
Vision	New	Greenville	E. Butler Road		City Hall to Murray	4/5 Lanes			TBD	6	3	0	2	2	4	0	0	5	6	2	-1	0	-4	0	-1	4	28	2.047	0.15	\$2,400	\$430,710		

*(Continued on next page)*



## Appendix

(Continued from previous page)

48	Vision	Unfunded	Greenville	Ashmore Bridge Rd	S-48	Butler Road to Fork Shoals	Improved 2 lane		Bike Lane		10	10	0	2	0	0	0	4	0	2	3	1	-2	0	-4	0	-1	3	28	2.746	3.60	\$6,600	\$437,310
49	Vision		Greenville	Hudson Road	S-347	Pelham Rd to Devenger Rd	3 lane	Fit within existing 60' Right of Way		One side	6	8	0	2	2	0	7	4	0	0	3	1	0	1	-4	0	-2	0	28	N/A	1.30	\$5,900	\$443,210
50	Vision	New	Greenville	SC-418		I-385 to Fork Shoals	3/5 Lanes		TBD	TBD	0	8	2	2	0	4	0	4	0	0	6	1	0	0	-4	0	-1	4	26	2.070	6.70	\$34,100	\$477,310
51	Vision	Unfunded	Greenville	West Georgia	S-543	College St to I-385 frontage	2 lane, b/l and s/w		Wide outside lane	Both Sides	0	10	2	2	2	0	0	4	0	2	6	1	-1	0	-4	0	-1	3	26	2.684	0.66	\$3,400	\$480,710
52	Vision	New	Greenville	Miller Road		Corn to Shadecrest/Shadecrest to US	Widen to 3 lanes, New 3 lane road		TBD	TBD	0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-4	0	-1	4	25	2.190	1.40	\$6,350	\$487,060
53	Vision	New	Greenville	SE Main Street		Richardson to Fairview	5 Lanes		TBD	TBD	0	3	2	2	2	4	0	4	0	2	6	1	0	0	-4	0	-1	4	25	2.039	0.75	\$6,370	\$493,430
54	Vision	Unfunded	Greenville	Batesville Road	S-164	Roper Mountain to Woodruff	3 lane	Build within existing 66' ROW	2' Paved Shoulder		0	6	0	2	4	0	7	4	0	0	3	1	0	0	-4	0	-1	3	25	3.049	1.20	\$5,650	\$499,080
55	Vision	New	Greenville	W. Georgia Road		Maple to Kemel	3 Lanes		TBD	TBD	3	10	2	0	2	0	0	4	0	0	6	1	-1	0	-4	0	-1	3	25	2.684	0.30	\$4,800	\$503,880
56	Vision	Unfunded	Greenville	Fork Shoals Road	S-50	West Georgia to Ashmore Bridge	3 lane		Bike Lane		3	8	2	2	0	0	0	4	0	0	6	1	0	1	-4	0	-1	3	25	2.570	3.90	\$17,300	\$521,180
57	Vision	Unfunded	Greenville	Roper Mountain Road	S-548	Feaster Rd to SC 14	Improved 2 lane	Left turn lanes at major intersections	Bike Lane		0	3	2	2	2	0	7	4	0	0	6	1	-1	0	-4	0	-1	3	24	2.845	0.97	\$2,950	\$524,130
58	Vision		Greenville	Forrester Drive	S-326	BI-Lo Drive to Millenulum Parkway	4 lane with median		Bike Lane	Both sides	0	3	4	2	0	0	0	4	0	0	6	4	-1	0	-2	0	2	2	24	3.799	1.70	\$8,850	\$532,980
59	Vision	Unfunded	Greenville	SC 290	SC 290	SC 101 to SC 253	Widen to 3 lanes		Bike Lane		0	8	0	2	0	0	7	4	0	0	6	1	-1	0	-4	0	-1	2	24	3.521	5.90	\$27,800	\$560,780
60	Vision	New	Greenville	Holly Ridge Road		Ridge to West Butler	New 2/3-lane Road		TBD	TBD	3	6	6	2	0	0	0	4	4	0	6	1	0	0	-6	0	-2	0	24	N/A	1.50	\$6,050	\$566,830
61	Vision	Unfunded	Greenville	SC 253	SC 253	Lynn Rd to Jackson Grove Rd	5 lanes		2' shoulder		0	6	8	2	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	23	2.850	0.45	\$5,020	\$571,850
62	Vision	Unfunded	Greenville	Ben Hamby Ext	new	Pelham to Batesville	New 4 lane Parkway		Wide outside lane	Both Sides	3	8	6	2	2	0	0	4	4	0	3	-2	0	-2	-2	-1	-2	0	23	N/A	1.00	\$7,850	\$579,700
63	Vision	Unfunded	Pickens	Brushy Creek Road	S-29	US 123 to Laurel Drive	3 lane		Wide outside lane	One side	8	8	6	2	0	0	0	0	0	0	0	0	0	-2	0	-2	2	22	3.642	0.45	\$5,020	\$584,720	
64	Vision		Pickens	US 123		SC 76 to SC 133	General Improvements				3	6	2	2	2	2	11	0	0	0	0	0	1	-6	0	-1	0	22	N/A		TBD		
65	Vision	Unfunded	Greenville	SC 101	SC 101	SC 290 to Milford Church	Widen to 3 lanes		2' shoulder		0	6	0	2	0	0	4	4	0	0	6	1	-1	-1	-4	0	-1	3	19	2.874	2.40	\$9,650	\$594,370
66	Vision	Unfunded	Greenville	Anderson Ridge	County Rd	Roper Mtn to SC 296	5 lanes		2' shoulder		0	3	8	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	18	3.064	0.40	\$5,020	\$599,390
67	Vision	Unfunded	Greenville	Butler Road	S-107	Holland to Woodruff	3 lanes		Wide Outside Lane	One side	0	3	2	2	4	0	0	4	0	0	3	1	0	1	-4	0	-1	3	18	2.669	0.83	\$6,300	\$605,690
68	Vision		Greenville	East Washington St Ext	new	US 276 to Lowndes Hill Rd	New 2 lane Secondary		Bike lane	One Side	0	3	0	2	0	0	11	4	0	2	3	-1	0	-2	-2	0	-2	0	18	N/A	1.00	\$6,400	\$612,090
69	Vision	Unfunded	Greenville	Garlington Rd	S-546	Roper Mtn to Honbarrier	Improved 2 lane		Wide outside lane		0	6	0	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	17	3.122	2.00	\$5,300	\$617,390
70	Vision	Unfunded	Pickens	US 178	US 178	Carolina Drive to US 123	3 lane		2' Paved Shoulder	One side	0	0	0	2	0	4	4	4	0	0	3	1	0	1	-2	-1	-2	3	17	2.612	2.10	\$5,300	\$622,690
71	Vision	Unfunded	Greenville	Hammitt Bridge	S-94	Suber to Buncombe	3 lane		2' shoulder		0	6	2	2	0	0	0	4	0	0	3	1	0	1	-4	0	-1	3	17	2.594	1.30	\$6,840	\$629,530
72	Vision	New	Greenville	S. Buncombe Road		Old Highway 14 to County Line	3 lanes		TBD	TBD	0	0	6	2	0	0	0	4	0	0	6	1	-1	0	-2	0	-1	2	17	4.373	1.00	\$6,300	\$635,830
73	Vision	Unfunded	Pickens	Brushy Creek Road	S-29	Crestview Drive to St. Paul Road	Improved 2 lane	Left turn lanes at major intersections	2' Paved Shoulder		0	6	4	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	17	4.081	0.40	\$5,020	\$640,850
74	Vision	Unfunded	Anderson, Pickens	SC 8 US 178 Connector	new	SC 8 to US 178	New 2 lane Primary		2' shoulder		3	6	2	4	0	4	0	4	0	0	0	0	0	-2	-2	0	-2	0	17	N/A	6.00	\$32,100	\$672,950
75	Vision	Unfunded	Pickens	Blacksnake/Adger/135	S-73/186	SC 93 to SC 8	Improved 2 lane	Left turn lanes at major intersections			0	0	0	4	0	0	0	4	4	0	3	1	-3	1	0	0	-2	4	16	2.149	1.30	\$6,480	\$679,430
76	Vision	Unfunded	Pickens	LEC Road	S-90	McDaniel Ave to SC 8	3 lanes		2' shoulder	One side	0	3	0	2	0	0	0	4	0	0	3	1	0	1	-4	0	-1	5	14	0.507	0.70	\$6,300	\$685,730
77	Vision	New	Greenville	Quillen Avenue		SC-14 to Cross	3 Lanes				0	0	2	2	0	0	0	4	0	0	6	1	1	1	-6	0	-1	4	14	1.724	0.95	\$6,000	\$691,730
78	Vision	Unfunded	Anderson	SC 81	SC 81	End of existing 5L to Old Williamston Rd	5 lanes		Bike Lane	Both Sides	0	3	6	0	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	14	3.601	3.30	\$31,300	\$723,030
79	Vision	Unfunded	Greenville	St. Mark Road	S-261	Wade Hampton to SC 290	Improved 2 lane	Left turn lanes at major intersections	2' Paved Shoulder	One side	3	6	0	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	0	14	N/A	2.10	\$5,300	\$728,330
80	Vision	Unfunded	Pickens	Prince Perry Road	S-135	US 123 to Saluda Dam Rd	3 lanes		Wide Outside Lane	One side	0	3	0	2	0	0	4	4	0	0	3	1	-3	0	-2	0	-2	3	13	3.440	1.90	\$10,700	\$739,030
81	Vision		Pickens	LEC Road Ext.	new	McDaniel Ave to Secona Rd	New 2 lane Secondary		Wide outside lane	One Side	0	0	2	2	0	4	0	4	0	3	3	1	0	-2	-2	0	-2	0	13	N/A	0.35	\$2,750	\$741,780
82	Vision	Unfunded	Greenville	N Rutherford Rd	S-171	Wade Hampton to SC 290	Improved 2 lane		2' shoulder		0	3	2	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	12	2.395	1.50	\$4,450	\$746,230
83	Vision		Pickens	Pendleton Rd		SC 76 to Canterbury Rd	Widen to 3 lanes				0	0	0	2	0	0	0	4	0	0	6	1	-1	1	-4	0	-2	5	12	2.300	1.41	\$11,100	\$757,330
84	Vision	New	Greenville	Milford Church Road		SC 290 to SC 101	3 Lanes		TBD	TBD	0	0	0	2	0	0	0	4	0	0	6	1	-2	0	-2	0	-1	3	11	2.547	3.10	\$14,680	\$772,010
85	Vision		Pickens	Old Central Rd		SC 93 to Elm St	Widen to 3 lanes				0	0	0	0	0	0	7	4	0	0	6	1	-1	0	-4	0	-2	0	11	N/A	2.68	\$16,400	\$788,410
86	Vision		Pickens	Issaqueena Trail		SC 93 to Pendleton Rd	Widen to 3 lanes				0	0	0	0	0	2	0	4	0	0	6	1	0	1	-4	0	-2	3	11	3.800	3.12	\$14,800	\$803,210
87	Vision		Greenville	Valley View Drive	new	SC 14 to I-385 Frontage	2 lane Secondary		2' shoulder		0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	-2	5	11	N/A	0.90	\$6,080	\$809,290
88	Vision	New	Greenville	Gibbs Shoals Road		Batesville to SC-14	Expansion of 3-lane sections		TBD	TBD	0	3	0	0	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	10	2.998	3.00	\$9,200	\$818,490
89	Vision		Greenville	West Georgia Road	S-541	E. Standing Springs to Rocky Creek Rd	LT lanes N. Moore, Barker, Calgary	Left turn lanes at major intersections	2' Paved Shoulder		0	0	0	2	0	0	4	2	0	0	3	0	-2	0	-2	0	-2	4	9	2.228	1.40	\$3,950	\$822,440
90	Vision		Pickens	Berkeley Drive		SC 93 to Issaqueena Trail	Widen to 3 lanes				0	0	0	2	0	0	0	4	0	0	6	1	-1	0	-4	0	-2	3	9	2.600	2.15	\$11,200	\$833,640
91	Vision		Greenville	West Georgia Road	S-541	Rivereen Way to Fork Shoals																											



# A

## Appendix

Table 1: GPATS Highway Projects

Project Information					Performance Metrics																	Quality		Cost																			
ID	Status	County	Project Name	Termini	Project Scope	Score Existing Traffic		Score Future Traffic		Score V/C Improvement		Network Connectivity		System Continuity		Freight Benefits		Corridor Safety		Multimodal Safety		Access Management		Compact Urban Centers		Non-Auto Transportation		Environmental Justice		Environmental Natural Features		Cultural Community Resources		Impact Homes or Businesses		Topography		Cost per Capacity-Mile		PQI Score	Score	Project Length (Mi)	Total Project Cost (\$k)
						10	10	10	10	4	0	2	10	4	5	0	9	2	-1	1	-4	-2	-2	0	58	1.45																	
1	L RTP, New	Greenville	Woodruff Road Parallel	Verdae to Miller	New 4-lane Divided Parkway	10	10	10	10	4	0	2	10	4	5	0	9	2	-1	1	-4	-2	-2	0	58	1.45	\$27,200																
2	L RTP	Greenville	Woodruff Road	Woodruff Industrial to Smith Hines	7 lane	10	10	8	2	2	4	14	4	0	0	3	1	0	0	-6	0	-1	3	54	1.44	\$31,900																	
3	L RTP, New	Anderson	SC-153	US-123 to I-85	LTLs and functional improvements	8	10	4	4	2	6	4	4	1	0	3	4	-2	2	-2	0	1	3	52	6.30	\$10,680																	
4	L RTP	Anderson	SC 153	Three Bridges Road to I-85	6 lane divided	8	10	8	4	2	4	11	4	0	0	3	1	-3	0	-4	0	1	3	52	2.00	\$10,250																	
5	L RTP	Greenville	Grove Road	White Horse Rd. (US 25) to Faris Rd.	3 lane and 5 lane	10	10	0	4	0	4	11	4	0	0	6	1	-2	0	-4	0	-2	3	45	1.30	\$10,400																	
6	L RTP	Pickens	Farms Bridge Road	Groce Road to Hamburg Road	4 lane with median	6	10	8	2	2	4	7	4	0	0	3	1	-1	0	-4	-1	2	2	45	3.50	\$26,400																	
7	L RTP	Pickens	SC 8	St Paul Rd to SC 135	3 lane	6	8	8	2	0	4	4	4	0	0	3	1	0	2	-2	0	1	3	44	4.20	\$18,200																	
8	L RTP, New	Anderson	US 29	I-85 to Brezeale/Cheddar	Widen; bridge clearance at Cherokee	6	6	0	4	2	4	21	0	0	0	0	3	-1	0	-2	0	-2	3	44	1.54	\$7,550																	
9	L RTP, New	Greenville	Howell Road	E. North to Edwards	3/5 Lanes	6	8	8	2	0	0	7	4	0	0	6	4	-1	1	-4	0	-1	3	43	0.97	\$7,850																	
10	L RTP	Greenville	Park Woodruff Ext	Carolina Point to Miller Rd	New 2 lane Secondary	8	10	0	2	0	11	4	5	0	6	2	-1	0	-2	0	0	-2	0	43	0.60	\$4,950																	
11	L RTP	Greenville	Miller Road	Woodruff Rd to Old Mill Rd	Improved 2 lane	6	8	2	2	2	0	4	4	0	4	6	4	-1	1	-2	0	-2	3	41	2.65	\$5,120																	
12	L RTP	Greenville	Fairview Road	Harrison Bridge to SC 418	Improved 2 lane	6	10	2	2	2	0	11	4	0	0	6	1	-1	0	-2	0	-2	2	41	3.10	\$6,700																	
13	L RTP	Greenville	Conestee Road	Mauldin Rd to Fork Shoals	3 lane	6	8	2	2	0	0	11	4	0	0	6	4	-4	2	-2	-1	-2	4	40	1.50	\$6,000																	
14	L RTP, New	Greenville	Harrison Bridge Road	Fairview to Neely Ferry	5 lanes	8	10	2	2	0	0	4	4	0	0	6	4	0	0	-2	0	-2	3	39	1.20	\$8,600																	
15	L RTP	Greenville	Verdae Point Drive	Verdae to Carolina Point	New 2 lane Secondary	6	10	0	2	0	7	4	4	0	6	7	-2	0	-2	-1	0	-2	0	39	0.85	\$6,150																	
16	L RTP	Greenville	Bridges Road	Butler Road to Holland Road	4 lanes	6	8	8	2	2	0	0	4	0	0	6	1	0	0	-2	0	-1	4	38	0.75	\$5,200																	
17	L RTP	Greenville	Bennetts Bridge Road	Woodruff to Brockman McClimon	4 lane with median	3	10	8	2	0	0	7	4	0	0	3	1	-2	0	-2	0	1	3	38	0.79	\$17,200																	
18	L RTP	Pickens	US 123	SC 93 to SC 8	6 lane with median	6	6	0	4	2	4	11	0	0	0	0	3	0	0	-4	0	1	3	38	2.40	\$13,830																	
19	L RTP, New	Greenville	Bridges Road	I-385 to Holland	3 Lanes	8	8	4	2	0	0	4	0	0	0	6	4	0	0	-2	0	-1	4	37	0.30	\$2,850																	
20	L RTP, New	Greenville	Beattie/College Corridor	Church to Academy	Road Diet and functional improvements	0	0	6	4	0	0	7	6	0	2	9	1	0	0	-2	0	1	2	36	0.45	\$3,750																	
21	L RTP	Anderson	W. Main St.	Anderson Drive to Greenville Drive	3 lanes	8	8	0	2	0	0	7	4	0	2	3	4	-2	1	-4	0	-1	4	36	0.70	\$1,150																	
22	Vision	Greenville	SC 253	Reid School to State Park	5 lanes	6	10	8	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	35	2.50	\$15,400																	
23	Vision	Greenville	Boiling Springs Road	Pelham to Phillips	Improved 2 lane	8	8	2	2	0	0	7	4	0	0	3	1	0	1	-2	0	-2	3	35	1.00	\$2,440																	
24	Vision	Greenville	Pelham St Ext	SC 14 to I-385 Frontage Road	New 2 lane Secondary	10	10	4	4	0	4	0	4	0	3	-2	0	-2	-2	0	-2	0	35	0.70	\$5,450																		
25	Vision	Greenville	Scuffletown Road	Woodruff to Jonesville	Improved 2 lane	10	10	8	2	0	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	34	2.00	\$4,600																	
26	Vision	Greenville	Rocky Creek Rd/Harrison Bridge	West Georgia to Fairview Rd	Improved 2 lane	8	10	2	2	0	0	7	4	0	0	3	1	-2	0	-4	0	-1	3	33	3.10	\$6,450																	
27	Vision	Greenville	Five Forks Rd	SC 14 to Woodruff	3 lanes	0	6	4	4	2	0	4	4	0	0	6	4	0	1	-4	0	-1	3	33	1.71	\$6,050																	
28	Vision	Greenville	Garlington Road	Woodruff Rd to to Roper Mountain Rd	Multilane	3	8	6	4	2	0	0	4	4	0	6	1	-2	0	-4	0	-2	3	33	1.40	\$6,830																	
29	Vision	Pickens	Powdersville Road	SC 153 to US 123	Improved 2 lane	3	0	8	4	2	0	4	4	0	3	1	0	1	-2	0	-2	3	33	3.30	\$6,700																		
30	Vision	Greenville	Woodruff Road	SC 286 to SC 417	Improved 2 lane	0	10	2	2	2	2	7	4	0	0	3	1	0	0	-4	0	2	2	33	2.50	\$5,120																	
31	Vision	Greenville	SC-418	Greenpond to Durbin	Corridor Functional Improvements	0	10	0	4	0	4	0	4	0	2	6	4	-1	1	-4	0	-1	3	32	2.90	\$5,500																	
32	Vision	Anderson, Greenville	Anderson Road	Near US 25 to SC 153	4 lane with median	6	8	8	4	2	0	0	4	0	0	3	1	-2	0	-4	0	-1	3	32	2.90	\$17,800																	
33	Vision	Anderson, Greenville	SC 86	SC 20 to SC 81	Improved 2 lane	8	6	0	4	0	4	7	4	0	0	3	1	-4	0	-2	0	-2	3	32	6.20	\$11,950																	
34	Vision	Greenville	Pine Knoll/Waddell	Rutherford Rd to Wade Hampton Blvd	Improved 2 lane	8	10	2	2	2	0	11	0	0	0	0	0	-2	1	-2	0	-2	2	32	1.51	\$3,550																	
35	Vision	Greenville	Bridges Road	Butler Road to I-385	4 lane	3	6	6	4	2	0	0	4	0	0	6	1	0	0	-4	0	-1	4	31	0.45	\$5,000																	
36	Vision	Pickens	Saluda Dam/Olive	SC 8 to Prince Perry	3 lane	0	3	4	2	2	2	0	4	4	4	6	1	-1	0	-2	0	-2	4	31	3.95	\$17,750																	
37	Vision	Greenville	East Georgia	Hunter Rd to Lee Vaughn Rd	4 lane with median	0	10	8	2	0	0	0	4	0	0	6	1	0	0	-2	0	-1	3	31	0.83	\$6,930																	
38	Vision	Pickens	Farms Bridge Road	Hamburg Road to SC 135	Improved 2 lane	3	8	0	2	2	4	7	4	0	0	3	1	-1	0	-2	0	-2	2	31	4.20	\$9,350																	
39	Vision	Greenville	Salters Road	Woodruff to Verdae	Realignment with Mall Connector	0	3	4	2	2	0	7	6	0	0	9	2	-1	1	-2	-1	-1	0	31	0.55	\$5,500																	
40	Vision	Greenville	E. Butler Road	Verdin to Woodruff	3 Lanes	0	3	2	2	0	4	7	4	0	0	6	4	-1	0	-4	0	-1	4	30	0.83	\$5,700																	
41	Vision	Greenville	University Ridge Extension	University Ridge to Pendleton	New 2/3-lane Road/Realignment	3	8	6	2	4	0	4	6	4	0	9	-6	0	-1	-6	-1	-2	0	30	0.3	\$4,030																	
42	Vision	Greenville	W. Georgia Road	Neely Ferry to E. Standing Springs	5 Lanes	0	6	8	2	0	0	0	4	0	0	6	4	-1	1	-2	0	-2	3	29	1.00	\$8,030																	
43	Vision	Greenville	Fork Shoals Road	Ashmore Bridge to US 25	3 lane/5 lane	6	8	2	2	0	0	4	4	0	0	6	1	-2	0	-4	0	-1	3	29	3.00	\$17,250																	
44	Vision	Greenville	Fairview Street	N. Nelson to SC 14	3 lane	0	6	6	2	0	4	0	4	0	0	3	4	-1	2	-2	0	-2	3	29	1.31	\$5,650																	
45	Vision	Greenville	Edwards Road	Pleasantton to Howell	3 Lanes	6	6	8	2	0	0	0	4	0	0	6	1	-1	2	-4	0	-1	0	29	1.83	\$6,650																	
46	Vision	Pickens	SC 133	US 123 to Madden Bridge Rd	Widen to 3 lanes	6	8	0	2	0	0	4	4	0	0	6	1	-1	1	-4	0	-1	3	29	3.44	\$8,700																	

47	Vision	Greenville	E. Butler Road	City Hall to Murray	4/5 Lanes	6	3	0	2	2	4	0	0	0	5	6	2	-1	0	-4	0	-1	4	28	0.15	\$2,40
48	Vision	Greenville	Ashmore Bridge Rd	Butler Road to Fork Shoals	Improved 2 lane	10	10	0	2	0	0	0	4	0	2	3	1	-2	0	-4	0	-1	3	28	3.60	\$6,60
49	Vision	Greenville	Hudson Road	Pelham Rd to Deverger Rd	3 lane	6	8	0	2	2	0	7	4	0	0	3	1	0	1	-4	0	-2	0	28	1.30	\$5,90
50	Vision	Greenville	SC-418	I-385 to Fork Shoals	3/5 Lanes	0	8	2	2	0	4	0	4	0	0	6	1	0	0	-4	0	-1	4	26	6.70	\$34,1
51	Vision	Greenville	West Georgia	College St to I-385 frontage	2 lane, b/l and s/w	0	10	2	2	2	0	0	4	0	2	6	1	-1	0	-4	0	-1	3	26	0.66	\$3,40
52	Vision	Greenville	Miller Road	Corn to Shadecrest/Shadecrest to US-276	Widen to 3 lanes, New 3 lane road	0	0	0	2	0	0	7	4	4	2	6	2	-1	0	-4	0	-1	4	25	1.40	\$6,35
53	Vision	Greenville	SE Main Street	Richardson to Fairview	5 Lanes	0	3	2	2	2	4	0	4	0	2	6	1	0	0	-4	0	-1	4	25	0.75	\$6,37
54	Vision	Greenville	Batesville Road	Roper Mountain to Woodruff	3 lane	0	6	0	2	4	0	7	4	0	0	3	1	0	0	-4	0	-1	3	25	1.20	\$5,65
55	Vision	Greenville	W. Georgia Road	Maple to Kemet	3 Lanes	3	10	2	0	2	0	0	4	0	0	6	1	-1	0	-4	0	-1	3	25	0.30	\$4,80
56	Vision	Greenville	Fork Shoals Road	West Georgia to Ashmore Bridge	3 lane	3	8	2	2	0	0	0	4	0	0	6	1	0	1	-4	0	-1	3	25	3.90	\$17,3
57	Vision	Greenville	Roper Mountain Road	Feaster Rd to SC 14	Improved 2 lane	0	3	2	2	2	0	7	4	0	0	6	1	-1	0	-4	0	-1	3	24	0.97	\$2,95
58	Vision	Greenville	Forrester Drive	Bi-Lo Drive to Millenium Parkway	4 lane with median	0	3	4	2	0	0	4	0	0	6	4	-1	0	-2	0	2	2	24	1.70	\$8,85	
59	Vision	Greenville	SC 290	SC 101 to SC 253	Widen to 3 lanes	0	8	0	2	0	0	7	4	0	0	6	1	-1	0	-4	0	-1	2	24	5.90	\$27,8
60	Vision	Greenville	Holly Ridge Road	Ridge to West Butler	New 2/3-lane Road	3	6	6	2	0	0	0	4	4	0	6	1	0	0	-6	0	-2	0	24	1.50	\$6,05
61	Vision	Greenville	SC 253	Lynn Rd to Jackson Grove Rd	5 lanes	0	6	8	2	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	23	0.45	\$5,02
62	Vision	Greenville	Ben Hanby Ext	Pelham to Batesville	New 4 lane Parkway	3	8	6	2	2	0	0	4	4	0	3	-2	0	-2	-2	-1	-2	0	23	1.00	\$7,85
63	Vision	Pickens	Brushy Creek Road	US 123 to Laurel Drive	3 lane	8	8	6	2	0	0	0	0	0	0	0	0	0	1	-2	0	-2	2	22	0.45	\$5,02
64	Vision	Pickens	US 123	SC 76 to SC 133	General improvements	3	6	2	2	2	2	11	0	0	0	0	0	0	0	-6	0	-1	0	22		TBD
65	Vision	Greenville	SC 101	SC 290 to Milford Church	Widen to 3 lanes	0	6	0	2	0	0	4	4	0	0	6	1	-1	-1	-4	0	-1	3	19	2.40	\$9,65
66	Vision	Greenville	Anderson Ridge	Roper Mtn to SC 296	5 lanes	0	3	8	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	18	0.40	\$5,02
67	Vision	Greenville	East Washington St Ext	US 276 to Lowndes Hill Rd	New 2 lane Secondary	0	3	0	2	0	0	11	4	0	2	3	-1	0	-2	-2	0	-2	0	18	1.00	\$6,40
68	Vision	Greenville	Garlington Rd	Roper Mtn to Honbarrier	Improved 2 lane	0	6	0	2	0	0	4	4	0	0	3	1	-1	0	-4	0	-1	3	17	2.00	\$5,30
69	Vision	Pickens	US 178	Carolina Drive to US 123	3 lane	0	0	0	2	0	4	4	4	0	0	3	1	0	1	-2	-1	-2	3	17	2.10	\$5,30
70	Vision	Greenville	Hammett Bridge	Suber to Buncombe	3 lane	0	6	2	2	0	0	4	0	0	3	1	0	1	-4	0	-1	3	17	1.30	\$6,84	
71	Vision	Greenville	S. Buncombe Road	Old Highway 14 to County Line	3 lanes	0	0	6	2	0	0	0	4	0	0	6	1	-1	0	-2	0	-1	2	17	1.00	\$6,30
72	Vision	Pickens	Brushy Creek Road	Crestview Drive to St. Paul Road	Improved 2 lane	0	6	4	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	17	0.40	\$5,02
73	Vision	Anderson, Pickens	SC 8 US 178 Connector	SC 8 to US 178	New 2 lane Primary	3	6	2	4	0	4	0	4	0	0	0	0	0	-2	-2	0	-2	0	17	6.00	\$32,1
74	Vision	Pickens	Blacksnake/Adger135	SC 93 to SC 8	Improved 2 lane	0	0	0	4	0	0	0	4	4	0	3	1	-3	1	0	0	-2	4	16	1.30	\$6,48
75	Vision	Pickens	LEC Road	McDaniel Ave to SC 8	3 lanes	0	3	0	2	0	0	0	4	0	0	3	1	0	1	-4	0	-1	5	14	0.70	\$6,30
76	Vision	Greenville	Quillen Avenue	SC-14 to Cross	3 Lanes	0	0	2	2	0	0	4	0	0	6	1	1	1	-6	0	-1	4	14	0.95	\$6,00	
77	Vision	Anderson	SC 81	End of existing 5L to Old Williamston Road	5 lanes	0	3	6	0	0	0	0	4	0	0	3	1	0	0	-4	0	-1	2	14	3.30	\$31,3
78	Vision	Greenville	St. Mark Road	Wade Hampton to SC 290	Improved 2 lane	3	6	0	2	0	0	0	4	0	0	3	1	0	0	-4	0	-1	0	14	2.10	\$5,30
79	Vision	Pickens	Prince Perry Road	US 123 to Saluda Dam Rd	3 lanes	0	3	0	2	0	0	4	4	0	0	3	1	-3	0	-2	0	-2	3	13	1.90	\$10,7
80	Vision	Pickens	LEC Road Ext.	McDaniel Ave to Secora Rd	New 2 lane Secondary	0	0	2	2	0	4	0	4	0	3	3	1	0	-2	-2	0	-2	0	13	0.35	\$2,73
81	Vision	Greenville	N Rutherford Rd	Wade Hampton to SC 290	Improved 2 lane	0	3	2	2	0	0	0	4	0	0	3	1	-1	0	-4	0	-1	3	12	1.50	\$4,45
82	Vision	Pickens	Pendleton Rd	SC 76 to Canterbury Rd	Widen to 3 lanes	0	0	0	2	0	0	0	4	0	0	6	1	-1	1	-4	0	-2	5	12	1.41	\$11,1
83	Vision	Greenville	Milford Church Road	SC 290 to SC 101	3 Lanes	0	0	0	2	0	0	0	4	0	0	6	1	-2	0	-2	0	-1	3	11	3.10	\$14,6
84	Vision	Pickens	Old Central Rd	SC 93 to Elm St	Widen to 3 lanes	0	0	0	0	0	0	7	4	0	0	6	1	-1	0	-4	0	-2	0	11	2.68	\$16,4
85	Vision	Pickens	Issaquena Trail	SC 93 to Pendleton Rd	Widen to 3 lanes	0	0	0	0	0	2	0	4	0	0	6	1	0	1	-4	0	-2	3	11	3.12	\$14,8
86	Vision	Greenville	Valley View Drive	SC 14 to I-385 Frontage	2 lane Secondary	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	-2	5	11	0.90	\$6,08	
87	Vision	Greenville	Gibbs Shoals Road	Batesville to SC-14	Expansion of 3-lane sections	0	3	0	0	0	0	0	4	0	0	6	1	-2	0	-4	0	-1	3	10	3.00	\$9,20
88	Vision	Greenville	West Georgia Road	E. Standing Springs to Rocky Creek Rd.	LT lanes N. Moore, Barker, Calgary	0	0	0	2	0	0	4	2	0	0	3	0	-2	0	-2	0	-2	4	9	1.40	\$3,95
89	Vision	Pickens	Berkeley Drive	SC 93 to Issaquena Trail	Widen to 3 lanes	0	0	0	2	0	0	0	4	0	0	6	1	-1	0	-4	0	-2	3	9	2.15	\$11,2
90	Vision	Greenville	West Georgia Road	Rivereen Way to Fork Shoals Road	LT lanes Sullivan, Holcombe, Longstaff	0	0	0	2	0	0	0	2	0	0	3	0	0	0	-2	0	-2	5	8	1.10	\$3,77
91	Vision	Greenville	Howard Drive Ext	SC 417 to Jonesville Rd	New 2 lane Secondary	0	0	0	2	0	0	0	4	0	0	3	-1	0	-2	-2	0	-2	5	7	1.30	\$6,60
92	Vision	Pickens	SC 76	Pendleton Rd to Old Stone Church Rd	General improvements	0	0	0	0	0	0	0	4	0	0	6	1	0	0	-4	0	-2	0	5		TBD





# Transportation Alternatives Program Document

Prepared by GPATS Staff for the  
FY2013 Application Cycle

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Executive Summary

The current transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21, rebrands the Transportation Enhancement program as the Transportation Alternatives Program, or TA Program. This rebranding altered the eligible activites to focus the funding toward the construction of bicycle and pedestrian facilities.

Eligible Activities under the SCDOT-defined TA Program include:

- Pedestrian and bicycle facilities, including non-motorized paths,
- Streetscape Improvements, and
- Safe Routes To School Program

Policy Changes from the Enhancements program, required for use of the Transportation Alternatives monies, include:

- All projects for the TA program must be competitively applied for, ranked, and funded, with no dedicated allocations to any sub-jurisdiction
- No TA funds may be “banked” for use in future years. All funds not associated with a project by the end of the current fiscal year shall be removed from the available pot of funding to GPATS.

South Carolina receives a total of \$7,181,000 per year from the MAP-21 transportation legislation that is dedicated to the Transportation Alternatives Program. Of that fund, GPATS shall receive an allocation of \$621,818 per fiscal year.

GPATS shall allow for applications to request up to the current limit for the current fiscal year plus the four (4) additional fiscal years. This tabulation shall be reflected in the current GPATS TIP. TA funds are NOT provided up-front by SCDOT, but are *reimbursed* to local jurisdictions upon completion of project milestones, and as with all federal funding, require a 20% local match to be provided by the applicant Jurisdiction.

The Application Process shall proceed as follows:

Announcement of Funding	January
Pre-Application Submittal	March-May
Pre-Application Deadline	May 22, 2013
Study Team Recommendation	June 3, 2013
Policy Committee Approval	June 24, 2013
Full Application Deadline	August 1, 2013
SCDOT Commission Approval	September

Introduction

History

In 1991, the United States Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) that included a program known as the Transportation Enhancements (TE). This program continued in the subsequent legislation of TEA-21 and SAFETEA-LU, and provided funds for South Carolina and regional entities specifically for *non-motorized* transportation improvements.

The current transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21, rebrands the Transportation Enhancements program as the Transportation Alternatives program, or TA. This rebranding altered the eligibility requirements to focus the funding toward the construction of bicycle and pedestrian facilities.

Background

The Transportation Alternatives program (TA) went into effect on October 1<sup>st</sup>, 2012, along with the rest of the MAP-21 transportation legislation. Since that time, the Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO) has worked with the South Carolina Department of Transportation (SCDOT) to receive guidance and funding information as to how to transition the TE program into TA. Guidance is still forthcoming in some aspects, and in many cases GPATS staff is making assumptions based upon Federal Highway Administration (FHWA) guidance and best planning practices to develop this program. Changes to this program may be made each fiscal year as guidance from SCDOT becomes clearer.



From TE to TAP

Many changes have occurred with the change from “Enhancements” to “Alternatives.” These, as they are known, are detailed below:

Eligibility Changes

The following is the list of 13 eligible activities under the Transportation Enhancements program:

- 1. Provision of facilities for pedestrians and bicycles.
- 2. Provision of safety and educational activities for pedestrians and bicyclists.
- 3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- 5. Landscaping and other scenic beautification.
- 6. Historic preservation.
- 7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- 8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- 9. Inventory, control, and removal of outdoor advertising.
- 10. Archaeological planning and research.
- 11. Environmental mitigation--
  - a. to address water pollution due to highway runoff; or,
  - b. reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- 12. Establishment of transportation museums.

The following is the list of activities for the Transportation Alternatives Program as approved by the SCDOT Commission:

- Pedestrian and bicycle facilities, including non-motorized paths, that:
  - o Connect and develop documented regional or statewide non-motorized transportation networks.
  - o Are appropriate for the need and user types targeted.
  - o Benefit state tourism or economic development initiatives.
  - o If locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
  - o Are a priority on SCDOT, county or regional non-motorized transportation plans.
  - o Address documented safety deficiencies.
  - o Are part of a broader non-TAP funded non-motorized system.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheel chair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

- Streetscape Improvements, that:
  - o Are located in established traditional downtowns or historic districts.
  - o Use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
  - o Accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, etc.).
  - o Receive input and support from citizens, local businesses, economic developers, traffic engineers, etc.
- Safe Routes To School Program, that:
  - o Meet the requirements under section 1404 of the SAFETEA-LU.

Policy Changes

The Transportation Enhancements program was administered by GPATS in a fairly open manner, with FHWA and SCDOT allowing each MPO and COG to administer their allocations as the Policy Committees and Board of Directors saw fit.

GPATS had chosen to pre-allocate funding to the counties and municipalities within GPATS, encouraging annual usage of those funds but allowing jurisdictions to “bank” funds for several years in order to amass funds for larger TE projects.

With the change in transportation legislation, all “banked” TE funds were rescinded by SCDOT, and all access to Fiscal Year 2012 and earlier TE funds were negated. Any project that did not have SCDOT Commission approval or a Participation Agreement with SCDOT was cut off from TE funding on September 30, 2012.

At the time the GPATS TA program is being written, FHWA and SCDOT has provided the following guidance on all TA monies:

- All projects for the TA program must be competitively applied for, ranked, and funded, with no dedicated allocations to any sub-jurisdiction
- No TA funds may be “banked” for use in future years. All funds not associated with a project by the end of the current fiscal year shall be removed from the available pot of funding to GPATS.

SCDOT may choose to loosen these restrictions as the available TA funding is known in each fiscal year, but for the purposes of the GPATS TA Program, all funding shall be allocated with this guidance in mind.



Funding Changes

With the Transportation Enhancements Program, GPATS received an allocation of \$643,639 per fiscal year.

For the Transportation Alternatives Program, GPATS shall receive an allocation of \$621,818 per fiscal year. Funding details are discussed in the next section.

Funding

South Carolina receives a total of \$7,181,000 per year from the MAP-21 transportation legislation that is dedicated to the Transportation Alternatives Program.

Unlike in previous years, when the Transportation Enhancements were allocated to each MPO and COG in the state, SCDOT has decided to allocate the TA funds in the following manner:

- 1. \$2.897 Million - In urbanized areas of the State with an urbanized area population of over 200,000, also known as a Transportation Management Area;

TMA TARGET Allocations	
Area	Target Federal Allocation
ARTS	\$160,704
CHATS	\$851,471
RFATS	\$107,067
COATS	\$853,603
<b>GPATS</b>	<b>\$621,818</b>
GSATS	\$302,803
Total	\$2,897,466

- 2. \$1.772 Million - In areas of the State other than urban areas with a population greater than 5,000; and
- 3. \$2.512 Million - In areas of the state with a population less than 5,000.

GPATS can no longer “bank” funds for larger projects and rely on previous fiscal years of funding to still be available, however funding can be allocated to projects *forward into future fiscal years*. This will allow projects to use funding larger than any current-year allocation, plus allow for the application and planning for projects to be initiated in sufficient time so as to avoid the rescission of funds GPATS experienced with the TE program.



Funding Projection

The MAP-21 legislation, being a 2-year bill, provides a TA allocation to GPATS for FY 2013 and 2014. Using a “reasonable expectation of funding availability,” GPATS has been authorized by FHWA to project our funding through the life of the GPATS 2014-2019 Transportation Improvement Program (TIP), however staff feels that a more conservative approach is warranted, and shall allow funds to be projected through FY 2017, with an additional year to be utilized in each application cycle.

The resulting available funding for the FY 2013 GPATS TA Program Application Cycle shall total \$3.1 million:

Fiscal Year	Funding Allocation
2013	\$ 621,818
2014	\$ 621,818
2015	\$ 621,818
2016	\$ 621,818
2017	\$ 621,818
Total	\$ 3,109,090

GPATS shall allow for applications to request up to the limit for the current fiscal year plus the four (4) additional fiscal years. This tabulation shall be reflected in the current GPATS TIP.

TA funds are **NOT** provided up-front by SCDOT, but are *reimbursed* to local jurisdictions upon competition of project milestones.

Local Match

As with the Transportation Enhancement program before it, the TA funds require a 20% local match. This is a match of the *total project cost*, and not just of the TA funds provided. To calculate how much local match is required for an amount of funding, use the following formulas:

TA Funds Requested / 0.8 = Total Project Cost  
Local Match Available / 0.2 = Total Project Cost  
Total Project Cost – TA Funds Requested = Local Match Required

For example:  
\$100,000 (TA Funds) / 0.8 = \$125,000 (Total), \$25,000 Match Required  
\$20,000 (Local Available / 0.2 = \$100,000 (Total), \$80,000 TA Funds Possible

Reimbursement Limitation

Since GPATS shall program projects into the future, *before* the funding has been allocated, the limitation for projects shall be placed on the reimbursement ability by SCDOT.

GPATS staff shall maintain records (in conjunction with SCDOT) on the availability of funds for reimbursement. This amount shall be equal to the funds that remain allocated to projects from the fiscal year in which they were applied *and forward*.

Reimbursements shall be prioritized on a first-come, first-served basis, encouraging the expediency of projects. Once the available funding for reimbursement has been applied for, no further reimbursement requests shall be accepted until the following fiscal year. SCDOT may waive this limitation if funds are flexed around to make use of unspent funding elsewhere in South Carolina.

Please review the following example of how the Reimbursement Limitation may be applied:

	Fiscal Years				
	2013	2014	2015	2016	2017
Project A	\$ 1,200,000				
Project B	\$ 300,000				
Project C		\$ 100,000			
Project D			\$ 400,000		
Project E			\$ 250,000		
Annual Scheduled	\$ 1,500,000	\$ 100,000	\$ 650,000	\$ -	\$ -
Total Scheduled	\$ 1,500,000	\$ 1,600,000	\$ 2,250,000	\$ 2,250,000	\$ 2,250,000
Annual Allocation	\$ 621,818	\$ 621,818	\$ 621,818	\$ 621,818	\$ 621,818
Total Allocation	\$ 621,818	\$ 1,243,636	\$ 1,865,454	\$ 2,487,272	\$ 3,109,090

1. Projects A and B submit applications for FY 2013. When submitting requests for reimbursement, they draw from FY 2013 first, only drawing from FY 2014 once FY 2013 has been exhausted.
2. Project C, when submitting reimbursement requests, can not utilize FY 2013 funding, even if any is available, as it had applied in FY 2014.
3. It is conceivable that all FY 2015 funds are completely exhausted by the time Project D and/or E get around to submitting their requests. In which case they would proceed directly to future years.
4. In this example, GPATS could program another \$859,090 worth of projects to be funded with expectant allocations.



Funding Shortfalls

In the unlikely event that the TA program (or future equivalent funding source) is reduced in allocation amount or completely removed, all in-progress applications not yet approved by the SCDOT Commission will be stopped and amended out of the GPATS TIP.

For all approved and ongoing projects, if there is not enough TA funds remaining to cover complete reimbursement of the projects, GPATS staff will work with SCDOT to develop solutions to the funding shortfalls. This may include, but would not be limited to:

- Flexing of unspent Statewide/TMA TA funds to GPATS
- One-time use of GPATS Guideshare funds
- Short-term bond to cover the costs over a longer period of time.

Excess Funds

In the equally unlikely event that the application deadline has passed without the current fiscal year’s allocation being tied to a project, GPATS staff will solicit “regionally significant” projects from the local jurisdictions and attempt to acquire the match from those jurisdictions. These projects will be managed by GPATS staff (Greenville County) unless the jurisdiction(s) providing the match desire the responsibility.

Eligibility

Eligible Activities

As mentioned above, Transportation Alternative activities fall into three categories as approved by the SCDOT Commission:

- Pedestrian and bicycle facilities, including non-motorized paths, that:
  - Connect and develop documented regional or statewide non-motorized transportation networks.
  - Are appropriate for the need and user types targeted.
  - Benefit state tourism or economic development initiatives.
  - If locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
  - Are a priority on SCDOT, county or regional non-motorized transportation plans.
  - Address documented safety deficiencies.
  - Are part of a broader non-TAP funded non-motorized system.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheel chair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

- Streetscape Improvements, that:
  - Are located in established traditional downtowns or historic districts.
  - Use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
  - Accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, etc.).
  - Receive input and support from citizens, local businesses, economic developers, traffic engineers, etc.
- Safe Routes To School Program, that:
  - Meet the requirements under section 1404 of the SAFETEA-LU.

Eligible Applicants

MAP-21 authorizes the following entities to apply for Transportation Alternatives Funding:

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resource or Public Lands Agencies



- School Districts, Local Education Agencies or Schools
- Tribal Governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency that the State determines to be eligible).

Eligible Costs

Only certain costs are eligible for reimbursement through the Transportation Alternatives program. An obligation occurs when a project is approved and a project agreement is executed between the Federal government (FHWA division offices) and the State. Although considerable time and money may have already been spent developing a project, an obligation marks the beginning of project costs which are eligible for reimbursement. Any design and feasibility studies conducted prior to receipt of a Notice to Proceed are not eligible.

After obligation many project specific costs are eligible. Preliminary and final engineering work including project development, environmental work, cost estimates, and construction plans are eligible after approval is received by the administering agency. Utility relocations, construction engineering, and construction costs would also be eligible. Right-of-way property rights required for TAP projects and the acquisition of this ROW may be an eligible expense. The acquisition of real property is subject to the federal Uniform Act.

Additional Eligibility Requirements

GPATS, in the course of developing the TA Program, has identified several other criteria to be used in determining eligibility of a project:

- Does the applicant jurisdiction currently have a TE or TA project in progress, and if so, is that project below the "50% completion" threshold SCDOT uses before allowing the jurisdiction to apply again?
- Does the project serve a relevant transportation need? Minimum thresholds shall be placed on project ranking, and if the project falls below the identified threshold, the jurisdiction will be asked to revisit the project and increase its significance.

**Competitiveness**

As mentioned above, the Transportation Alternatives Program is required by FHWA to be competitively applied for. Given the mechanism utilized for funding, the need for competition shall arise when the following conditions are met:

- When the applications for funding exceed the available and expectant funding.
- When there are competing applications from a single jurisdiction that cannot be resolved internally (reminder: a jurisdiction may only have one active application or project, until the prior project reaches 50% physical completion).

The results of competitive application may result in the following changes to applications:

- Rejection of an application – Application is denied and sent back to the jurisdiction for reapplication in the next cycle.
- Delay of funding – Application is eligible but not of high enough priority to compete with current projects. The project may be included into the GPATS TIP for future expectant funding, but not eligible for the current fiscal year.
- Adjustment of funding – Application is adjusted to utilize less funding in order to fit it into the current allocation amount.

The applications, when subjected to the competitive process, shall be judged by the GPATS Study Team and ranked objectively before being discussed subjectively. The Study Team shall develop recommendations based upon the rankings for approval, change, or rejection by the GPATS Policy Coordinating Committee.



GPATS Criteria Ranking

The ranking process for TAP projects has been developed by GPATS in conjunction with the SCDOT Guidance (Appendix D).

- 1) Project Eligibility
  - a. Applicant is an eligible entity for TAP funding
  - b. Project Meets Eligibility Requirements
  - c. Applicant has no current TE or TAP project below 50% completion
- 2) Project Effectiveness
  - a. Project supporting a community’s Complete Streets policy, is on a designated local, state, or national bicycle trail, or is part of a local or statewide initiative, provides connectivity among other facilities or regions of activity, adds to or enhances existing network
  - b. Completes planned corridors, fills gaps in network(s)
  - c. Paired with other infrastructure work (e.g., State Resurfacing or Guideshare project)
  - d. Part of an economic development or community improvement initiative (e.g., implementation of completed plan or study)
- 3) Safety and Livability
  - a. Project addresses safety
  - b. Enhances livability, demonstrates quality of experience, improves quality of life, and improves population health
  - c. Total population served and level of exposure or access including the amount or density of nearby population or employment
- 4) Constructability
  - a. Feasibility of project
  - b. Concurrence with SCDOT Design Standards
  - c. Realistic scope/schedule/budget
  - d. Project Readiness – How soon can project be begun once funding is approved?
- 5) Financials
  - a. Realistic expectations and cost
  - b. A high level of local match funding
  - c. Secured match prior to application, if possible
  - d. Other, Non-TAP work determined to be a benefit to the project (e.g., Local funds spent to improve infrastructure adjacent to TAP project)

- e. Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

Please refer to Appendix B for the actual Criteria Ranking Form to be filled for each Pre-Application submittal.

The criteria chosen and their values are subject to change based upon their effectiveness and validity, in addition to further guidance from SCDOT.

In all cases, the objective criteria ranking shall be used as a guide and justification for discussion and selection, but not used as an absolute final decision. The Study Team shall use this criteria and discussion for making recommendations on which projects shall receive TAP funding, but the final decision shall always rest with the GPATS Policy Coordinating Committee.



Application Process

The following process will be subject to change based upon its effectiveness and ease of compliance, in addition to further guidance from SCDOT.

Announcement of Funding (January)

In each fiscal year cycle, SCDOT shall announce the available funding for the TAP program to be provided for GPATS. GPATS will incorporate this funding number into the TIP as “available” as opposed to “expectant” and inform the Policy Committee and Study Team that the application cycle has started.

Pre-Application Submittal (March-May)

GPATS shall provide the Policy Committee, Study Team, and other eligible recipients for TAP funding with an updated TA Program Document (this document) by March of the Calendar Year.

**\*The delay in 2013 in getting the Program Document sent out is due to the TA Program being established during this time period.\***

GPATS Staff shall work with potential applicants on developing eligible and effective projects to ensure that all funds are utilized and that potential projects provide a healthy benefit to the GPATS region.

Pre-Applications shall be due in May, in advance of the GPATS Study Team and Policy Committee meetings for that quarter.

**The deadline for the 2013 cycle for all Pre-Applications to be submitted is May 22, 2013.** No applications submitted past this date shall be accepted.

Project Selection (May-June)

The GPATS Study Team shall receive a blank Criteria Ranking Form and copies of each Pre-Application with their Agenda Packet for that quarter’s meeting. The members of the Study Team shall evaluate each of the Pre-Applications and send the results to GPATS Staff for tabulation prior to the Study Team Meeting.

The GPATS Study Team shall meet for their quarterly meeting to discuss agenda items for the June Policy Committee Meeting, including applications for TAP funding. **In 2013, this meeting will occur on June 3, 2013.** The Study Team shall provide a recommendation for amendment of the GPATS 5-year Transportation Improvement Program (TIP) to include the selected projects.

The June GPATS Policy Coordinating Committee is held in advance of the end of the federal fiscal year, June 30, and consider amendments to the TIP as requested by the Study Team. **In 2013, this meeting will occur on June 24, 2013.** Once the TAP projects are amended into the TIP, their funding is approved by GPATS.

Project Approval (July-September)

Once amended into the TIP, projects proceed with full application to SCDOT. The Application form is included in this Program Document (Appendix C).

GPATS Staff shall assist applicants in the completion of the Application, and upon completion shall be the submitting agency to SCDOT. These applications require an Original and six (6) bound copies of the application.

At this time, no hard application submittal date has been set by SCDOT, however for the sake of the process on the part of GPATS, applicants shall be required to have their Applications finalized and submitted to GPATS **no later than August 1** of the calendar year.

Once the Applications are submitted, GPATS Staff will work with SCDOT in confirming that the submittals are eligible and qualified for SCDOT approval. The SCDOT Commission approves projects for use of current fiscal year funds before the end of the state fiscal year on September 30.

Please note, approval by SCDOT does NOT constitute a TAP Participation Agreement or Notice to Proceed.

Post-Application

Once the SCDOT Commission approves a project for funding, the GPATS Staff will take a back seat and the applicant will deal directly with SCDOT for the duration of the project.



The applicant shall be required to either allow SCDOT to manage the TAP project (incurring up to 25% of the total project cost for administration) or complete the Local Public Agency (LPA) process to certify the project complies with all federal procurement and implementation policies. Please note that the LPA process requires a significant amount of time and expertise to qualify.

Once the Application is fully vetted by SCDOT and the project administration has been identified (and certified, if LPA), SCDOT and the applicant shall enter a Participation Agreement, and a Notice to Proceed shall be issued. From this time, it is required that all substantive work on the TAP project be completed within two (2) years of the Notice to Proceed.

Project Implementation

Once the project is underway, all participating jurisdictions must maintain contact with GPATS Staff to ensure concurrency and accountability:

- Copies of TAP Quarterly Reports sent to SCDOT
- Copies of Reimbursement Invoices
- Copies of any official communication regarding the project.

Application Process Summary

Below is the table highlighting the milestones for the FY2013 TAP Application Cycle:

<b>Announcement of Funding</b>	<b>January</b>
<b>Pre-Application Submittal</b>	<b>March-May</b>
<b>Pre-Application Deadline</b>	<b>May 22, 2013</b>
<b>Study Team Recommendation</b>	<b>June 3, 2013</b>
<b>Policy Committee Approval</b>	<b>June 24, 2013</b>
<b>Full Application Deadline</b>	<b>August 1, 2013</b>
<b>SCDOT Commission Approval</b>	<b>September</b>

Additional Information

Please note that because the 2013 Application Cycle is the first year of the Transportation Alternatives Program, there are many aspects of the program which need further clarification and guidance from SCDOT. The above program achieves the requirements for establishing a program that uses maximum amount of funding while at the same time providing all jurisdictions with an opportunity to apply, however the process is not set in stone and will need revision prior to the 2014 Application Cycle.

To that end, feel free to provide feedback and comments on the program to GPATS staff as listed below, and we shall work to improve the program in future years.

Links

GPATS Transportation Alternatives Program Website  
<http://www.gpats.org/programs/transportation-enhancement/>

SCDOT Transportation Alternatives Program Website  
[http://www.scdot.org/getting/community\\_BikePedFacilitySafety.aspx](http://www.scdot.org/getting/community_BikePedFacilitySafety.aspx)

Local Public Agency Website  
<http://www.scdot.org/doing/localPublicAdmin.aspx>

National Transportation Alternatives Clearinghouse  
<http://www.ta-clearinghouse.info/index>

GPATS Staff

Keith Brockington, AICP Transportation Manager <a href="mailto:kbrockington@greenvillecounty.org">kbrockington@greenvillecounty.org</a> (864) 467-7270	Tiffany Wedmore, AICP Associate Transportation Planner <a href="mailto:twedmore@greenvillecounty.org">twedmore@greenvillecounty.org</a> (864) 467-7270
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SCDOT TAP Program

Herb Cooper  
SCDOT TAP Office  
[CooperHJ@dot.state.sc.us](mailto:CooperHJ@dot.state.sc.us)  
(855) 467-2368



GPATS Metropolitan Planning Organization

Transportation Alternatives Program (TAP) Application Summary

Applicant: \_\_\_\_\_

Contact Person and Title: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Project Name: \_\_\_\_\_

Project Location: \_\_\_\_\_

Total Project Cost: \_\_\_\_\_

Local Match (must be at least 20% of total cost): \_\_\_\_\_

Project Length and Termini (if applicable): \_\_\_\_\_

Does jurisdiction have an existing TAP or Transportation Enhancement-funded project below 50 percent completion?

Yes

No

County: \_\_\_\_\_

House District: \_\_\_\_\_

Senate District: \_\_\_\_\_

Congressional District: \_\_\_\_\_


Brief Description of Project: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





GPATS Criteria Ranking Form

GPATS Transportation Alternatives Program (TAP) Criteria Ranking Form

Project name: \_\_\_\_\_

1). ELIGIBILITY

A project must meet the following three eligibility requirements in order to be considered:

- Applicant is an eligible entity for TAP funding
- The project meets eligibility requirements
- The applicant has no current TAP or Transportation Enhancement-funded project below 50 percent completion

Mark if YES (1 point each)

2). EFFECTIVENESS

- A.** Project supports a community’s Complete Streets policy, is on a designated local, state, or national bicycle trail, is part of a local statewide initiative, and/or provides connectivity to other facilities or regions of activity

**B.** Completes planned corridors, fills gaps in network(s)

**C.** In conjunction with other infrastructure work (e.g., State Resurfacing or a Guideshare project)

**D.** Part of an economic development or community improvement initiative (e.g., implementation of completed plan or study)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3). SAFETY AND LIVABILITY

- A.** Project addresses safety

**B.** Enhances livability, demonstrates quality of experience, improves quality of life, and/or improves population health

**C.** Serves and would benefit the local population and/or employees

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4). CONSTRUCTABILITY

- A.** Project feasibility

**B.** Concurrence with SCDOT Design Standards

**C.** Realistic scope/schedule/budget

**D.** Project readiness

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5). FINANCIAL ELEMENTS

- A.** Realistic expectations and cost

**B.** High level of local-match funding

**C.** Local match secured

**D.** Other, non-TAP work determined will benefit project (e.g., Local funds spent to improve infrastructure adjacent to TAP project)

**E.** Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

TOTAL (of 16 possible points)

\_\_\_\_\_



Appendix C

SCDOT TAP Application

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

APPLICANT: \_\_\_\_\_ DATE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

CONTACT PERSON: \_\_\_\_\_ TITLE: \_\_\_\_\_

CONTACT EMAIL: \_\_\_\_\_

PROJECT INFORMATION:

NAME OF PROJECT: \_\_\_\_\_

BRIEF PROJECT DESCRIPTION: \_\_\_\_\_

\_\_\_\_\_

PROJECT LOCATION: \_\_\_\_\_

\_\_\_\_\_

LENGTH & TERMINI (i.e.: where does the project begin & end): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

COUNTY: \_\_\_\_\_ HOUSE DISTRICT: \_\_\_\_\_

SENATE DISTRICT: \_\_\_\_\_ CONGRESSIONAL DISTRICT: \_\_\_\_\_

PROJECT CATEGORY AND LOCATION OF PROJECT:

(CHECK ONLY THOSE APPLICABLE ACTIVITIES AND LOCATIONS)

- ☐ Provisions of facilities for bicycles
- ☐ Provisions for pedestrians
- ☐ Provisions for streetscaping
- ☐ In urbanized areas of the State with an urbanized area population of over 200,000, also known as a Transportation Management Area (application to be reviewed and approved by appropriate MPO)
- ☐ In areas of the State other than urban areas with a population greater than 5,000
- ☐ In areas of the state with a population less than 5,000

Mail **ORIGINAL** and **SIX(6) COPIES** of application to:  
**South Carolina Department of Transportation**  
**Local Program Administration Office**  
**955 Park Street, Room 424**  
**P.O. Box 191**  
**Columbia, South Carolina 29202**

(PLEASE ANSWER THE FOLLOWING IN SPACES PROVIDED.)

A. ELIGIBILITY DEMONSTRATION: “SEE ATTACHED” IS NOT ACCEPTABLE.

1. Does the project meet the requirements outlined in MAP-21
- ☐ YES ☐ NO
2. Does project conform to applicable requirements of Americans with Disabilities Act and any other state or federal laws concerning accessibility?
- ☐ YES ☐ NO

EXPLAIN BRIEFLY:

Appendix



**B. PROJECT ADMINISTRATION AND DESCRIPTION:**

Does the applicant intend to apply to SCDOT to perform the administration and management functions of the project through the Local Public Agency (LPA) process?

☐ YES    ☐ NO

Describe all necessary work needed to complete the proposed project. Description should reflect only activities checked under project category:

**C. MAPS, PLANS, & PHOTOGRAPHS:**

Attach project location map(s), project boundary map and site plan. Include photographs of the existing site and/or facility if applicable. COMMENTS:



**D. PROJECT COSTS:** “SEE ATTACHED” IS NOT ACCEPTABLE.  
Itemize all project elements and costs. List item, description, quantity, unit price, amount, etc. Ensure costs shown are accurate and sufficient to satisfactorily complete all work anticipated. All budget item costs for project administration and management to adequately accomplish the work must be shown. These expenses are to include engineering, inspection, and testing in accordance with state and federal requirements. (Enter total project cost in Section I – Line 1, Page 9.) Itemize below:

**E. PROPERTY OWNERSHIP:**  
Identify ownership of ALL property involved in the project. If additional property must be acquired to complete the project, identify ownership and value of property, either purchased or donated:  
**(NOTE: For all projects on SCDOT rights-of-way, include with your application either a copy of the approved SCDOT Encroachment Permit, a letter from the appropriate SCDOT County Maintenance Office, or a letter from the appropriate SCDOT District Office indicating that the project appears feasible in concept with specific details to be approved in an Encroachment Permit.)**

**F. LOCAL SUPPORT:**  
Describe the levels of local support for the proposed project. Attach letters from donors or sponsors committing non-federal share of project costs, commitment or support from sponsors, local government officials and regional organizations. Document the opportunities for public participation in the development of this project



**G. PROJECT MAINTENANCE & MANAGEMENT PLANS:**

Describe maintenance and management details for the project, including the expected yearly amount of funds and the source of funds to support activities:  
Provide details for long-term maintenance of the project with projected yearly maintenance costs.

**H. ENVIRONMENT ASSESSMENT:** Attach any previously prepared environmental documentation to this application. If no previously approved environmental documentation is available, the applicant must complete necessary studies if any, and have them approved prior to project implementation. This requirement does not apply if the application is for planning or feasibility studies only. Indicate below any impact the project is expected to cause.

B

	IMPACT		Appendix
	YES	NO	
Displacement of residences or business .....	<input type="radio"/>	<input type="radio"/>	
Disruption of neighborhoods.....	<input type="radio"/>	<input type="radio"/>	
Impacts agricultural or recreational lands.....	<input type="radio"/>	<input type="radio"/>	
Impacts historical/archaeological sites .....	<input type="radio"/>	<input type="radio"/>	
Impacts wetlands, streams/lakes, floodplains .....	<input type="radio"/>	<input type="radio"/>	
Within coastal zone .....	<input type="radio"/>	<input type="radio"/>	
Endangered species .....	<input type="radio"/>	<input type="radio"/>	
Air/water quality .....	<input type="radio"/>	<input type="radio"/>	
Noise.....	<input type="radio"/>	<input type="radio"/>	
Hazardous waste site.....	<input type="radio"/>	<input type="radio"/>	

Any county, state, and/or federal permits required will have to be secured by the applicant prior to contract signing. These may include Army Corps of Engineers, Office of Coastal Resource Management, Coast Guard, Federal Energy Regulatory Commission, County Sediment and Erosion Control and Stormwater Management Ordinance, or State Budget and Control Board.

**Comments:**



I. FUNDS REQUESTED, LOCAL MATCH AND SOURCE:

LINE 1 – Total project cost (From Section D; Page #5)

LINE 2 – Funds requested by applicant  
(80% of line 1, not to exceed \$400,000 maximum)

LINE 3 – Local Match (Must be at least 20 % of Line 1)  
List source of match and amount from each source

LIST SOURCES	AMOUNT
A -	
B -	
C -	
D -	
E -	
TOTAL AMOUNT OF MATCH (Should be equal to Line #3 above.)	

Is project within a Transportation Management Area (TMA) boundary?

☐ YES ☐ NO

If yes, is the project in the Transportation Improvement Program (TIP)?

☐ YES ☐ NO

List MPO Amount in TIP for project:

J. CERTIFICATION

The undersigned has authority to sign on behalf of the applicant and certifies that the applicant has legal authority to enter into contract to implement this project and that all information provided is complete and accurate to their best knowledge.

SIGNATURE

DATE

TITLE

PHONE NO.

PRINTED NAME



Transportation Alternatives Program Guidance

Introduction

**The Transportation Alternatives Program (TAP)**

The South Carolina Department of Transportation (SCDOT) partners with the Federal Highway Administration in facilitating and providing an opportunity for local governments to pursue non-traditional transportation related activities such as pedestrian facilities, bicycle facilities, and pedestrian streetscaping projects. TAP improves the quality of life in communities across the state by providing citizens the means to take on projects that might not otherwise be possible. Since 1992, the SCDOT Commission has elected to allocate a portion of available funds for the Transportation Enhancement (TE) Program. The most recent Federal Transportation Funding Act, Moving Ahead for Progress in the 21st Century (MAP-21), that was signed into law on July 6, 2012 authorized the Transportation Alternatives Program. Beginning in 2013, TAP builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment.

Project Qualifications

**What Projects Qualify?**

The following eligibilities are authorized in MAP-21 for the TAP and adopted by the SCDOT Commission:

- Pedestrian and bicycle facilities**, including non-motorized paths, that:
  - Connect and develop documented regional or statewide non-motorized transportation networks.
  - Are appropriate for the need and user types targeted.
  - Benefit state tourism or economic development initiatives.
  - If locally significant, have strong transportation connection and involve planning efforts or serve as connectors to regional networks.
  - Are a priority on SCDOT, county or regional non-motorized transportation plans.
  - Address documented safety deficiencies.
  - Are part of a broader non-TAP funded non-motorized system.

For the Transportation Alternatives Program, a pedestrian is not only defined as a person traveling by foot but also “any mobility impaired person using a wheel chair.” The definition of a bicycle transportation facility is “a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles.” Bicycle and

pedestrian projects must be “principally for transportation, rather than recreation purposes.” It must also demonstrate a logical sense of connectivity.

**Streetscape Improvements**, that:

- Are located in established traditional downtowns or historic districts.
- Use a creative design approach that enhances pedestrian safety and takes into account the community identity, history, context, and the human environment.
- Accomplish multiple goals (traffic calming, pedestrian safety, tied with other initiatives, etc.).
- Receive input and support from citizens, local businesses, economic developers, traffic engineers, etc.

**Safe Routes To School Program**, that:

- Meet the requirements under section 1404 of the SAFETEA-LU.

**Project Competitive Factors**

Financial factors

- Realistic expectations and cost
- A high level of local match funding and ability to pay
- Non-participating work that is determined to be a benefit to the TAP project

Public input

- Consistency with adopted plans, policies, or other investments
- Opportunity and evidence of public involvement

Safety and Livability

- Addresses safety
- Enhances livability, demonstrates quality of experience, improves quality of life, and improves population health
- Total population served and level of exposure or access including the amount or density of nearby population or employment

Coordinated efforts

- Project supporting a community’s Complete Streets policy, is on a designated state or national bicycle trail, or is part of a statewide initiative, provides connectivity among other facilities or regions of activity, adds to or enhances existing network
- Completes planned corridors, fills gaps
- Paired with other infrastructure work
- Part of an economic development or community improvement initiative



## Appendix

### Constructability

- Technical Merit including feasibility, meeting design standards, realistic scope/schedule/budget and project readiness

### Maintenance factors

- Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

### Previous Transportation Enhancement (TE) and TAP funding

- Number and scale of previously awarded projects
- Timely implementation and appropriate maintenance on previous projects

### **Applicant Requirements**

Because the TAP is a reimbursement program, applicants performing the project administration as a Local Public Agency (LPA) should be prepared to pay for the project's completion. However, successful applicants may submit invoices for reimbursement as work is completed. Any work (advertising, design, or construction) started or completed before the applicant receives an executed contract with notice to proceed shall not be reimbursed with Federal-aid funds and will not count towards the program matching fund requirements.

LPAs may request to perform the administration and management of the work provided the following minimum conditions are met:

- All applicable federal and state requirements shall be completed and documented
- The LPA must be adequately staffed and suitably equipped to undertake and satisfactorily complete the project.
- The LPA must provide a full-time employee to be in responsible charge of the project.
- The LPA must be approved by SCDOT according to Departmental policies and FHWA Guidelines.

If an LPA desires to administer a project, the LPA must make a written request to SCDOT to administer and manage an identified project or phases of a project. Further information regarding this process is located at <http://www.scdot.org/doing/localPublicAdmin.aspx>.

If no request is received or SCDOT determines the LPA is not qualified to perform the administration, SCDOT may manage the project through the Project Development Process or applicable standard and published guidelines. The LPA will be responsible for providing the matching funds at the time the initial project development stage begins.

**Application Submission:** SCDOT encourages LPAs to coordinate closely with the Department during the early stages of the development of a TAP application. This coordination is important to ensure the project satisfies state and federal requirements and is eligible and viable. Applications are accepted by SCDOT's local program office throughout the year, and it is anticipated those meeting the federal requirements outlined in MAP-21 would be presented to

the Commission for review and approval in January and July of each year as Commission schedules allow and funding is available.

**Applicants:** MAP-21 authorizes the following entities to apply for TAP Funding:

- Local governments
- Regional Transportation Authorities
- Transit Agencies
- Natural Resources or public lands agencies
- School Districts, local education agencies or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a Transportation Metropolitan Area or a State agency that the State determines to be eligible).

### **Regulatory requirements**

The applicant must certify it complies or will comply with:

- All federally mandated requirements (such as FHWA, environmental, civil rights, debarment and fiscal management Standards).
- All mandatory codes and technical standards apply to the project, such as USDOT, AASHTO, and SCDOT.
- Any other standards believed to apply to the project to include state and federal procurement procedures.

### **Applications must demonstrate:**

- That the project is financially feasible.
- That the applicant is capable of providing the required matching funds, completing the project and planning for its ongoing maintenance; generally, SCDOT accepts responsibility for normal maintenance of standard transportation materials, structures and workmanship within SCDOT right of way according to common local practices.

**Applicants' responsibilities:** Applicants must show they are willing to assume full responsibility for:

- Providing for the perpetual maintenance of required items.
- Securing an approved Encroachment Permit outlining any desired extraordinary maintenance effort on SCDOT right of way that would include any special features or non-standard department materials that may have been incorporated into the project.
- Arrangement for payment of any taxes due on the property.
- Adopting necessary ordinances or legal proceedings needed to implement, protect and maintain the project.
- Indemnifying SCDOT of liability for the project or its maintenance.
- Certifying that there are no known or foreseeable legal impediments to the project.



**Project Requirements**

**Match Guidelines:**

SCDOT encourages matching funds in excess of the minimum 20% required under federal code. At the same time, it is recognized that the capacity to raise matching funds varies among communities. Availability of matching funds is evaluated during the project review stage as well as the percentage of match to the overall project cost. To this end, Federal Highway Administration regulations allow and provide guidance for providing a “soft match” which considers donations of services, labor, materials, equipment, etc. However, SCDOT encourages the applicant to consider a hard match (cash) as their required participation due to stringent mandatory federal reporting requirements. Should an applicant be considering a soft match in lieu of a cash match, early communication and coordination with SCDOT’s staff is encouraged during the application process to ascertain its acceptability. Each instance of soft match in the project development process must be detailed in the application. Any design, labor, or work on a proposed project performed prior to receipt of an executed participation agreement and a formal notice to proceed from SCDOT is ineligible for reimbursement from the program and any federal transportation funds.

**Limitations:**

Funding can be approved for preliminary engineering, utility relocation, or property acquisition only when the applicant can demonstrate that the funds, combined with other existing resources, will result in a completed and fully funded project. The applicant acknowledges the Department’s resurfacing program does not account for the costs of protecting and/or replacement of enhancements. The above costs are the sole responsibility of the applicant.

**SCDOT Rights of Way:**

For projects located within SCDOT rights of way, an encroachment permit or similar arrangement will be required. If the proposed project falls on or near such property, applicants should contact the SCDOT Resident Maintenance Engineer in their county for details before completing an application.

**Landscaping:**

TAP funds cannot be used for landscaping and scenic enhancement as an independent project. However, landscaping is eligible as part of the construction of any TAP funded project. In these cases, details for long term maintenance must be provided along with details for the installation of an irrigation system if deemed necessary.

**Funding:**

The divisions for the population-based suballocation are:

- \$2.897 Million - In urbanized areas of the State with an urbanized area population of over 200,000, also known as a Transportation Management Area;
- \$1.772 Million - In areas of the State other than urban areas with a population greater than 5,000; and
- \$2.512 Million - In areas of the state with a population less than 5,000.

**SCDOT awards TAP funds to local governments through two segments:**

- **Transportation Management Areas** - Urbanized areas of the State with an area population greater than 200,000 are known as Transportation Management Areas (TMAs). The policy committees for the state’s six TMAs determine how the funds are distributed among the projects throughout their MPO planning area through a competitive selection process in consultation with SCDOT. The amount of funding allocated to each MPO in these urban areas is based on proportion of population and specifically identified in the federal regulations. Applications for TAP funding located in an urbanized area should be submitted to the MPO, and are considered separately from other statewide applications. MPOs in a TMA will submit the application to the SCDOT’s Local Program Office for final approval. The proposed project would be identified in the area’s Transportation Improvement Program (TIP) document. Once placed in the TIP, applications for TAP funds would be used to verify eligibility and prepare contracts.
- **Non-Transportation Management Areas** – Governmental bodies located within an MPO planning area not designated as a TMA, and all other applicants not located within an MPO planning area would be eligible for funding under the statewide allocation through a competitive selection process. All applications would be reviewed by SCDOT's staff to ensure eligibility under the Federal Highway Administration’s guidelines for TAP Projects. Proposed projects under the statewide program are approved by the SCDOT Commission and limited to a maximum of \$400,000 for each project. SCDOT’s Commission would determine how the funds are distributed. Governmental bodies located within MPO areas that are not designated Transportation Management Areas (TMAs) would coordinate through their respective MPO prior to submitting an application to SCDOT, and if the project is awarded, it would then be incorporated in the MPO’s TIP. If an applicant has an existing project that is less than 50% complete then submittal of another application is not allowable. Projects would only be approved up to the funds available on an annual basis.

**SCDOT Contact Information**

Mailing Address:	SCDOT Local Program Administration Office, Room 424 PO Box 191 Columbia, SC 29202-0191
Street Address:	SCDOT Local Program Administration Office, Room 424 955 Park Street Columbia, SC 29201-3959
Phone:	803-737-1952
Website:	<a href="http://www.scdot.org/getting/community.aspx">http://www.scdot.org/getting/community.aspx</a>



Transportation Management Areas

<b>ARTS – SC</b> Aiken County Planning & Development 1680 Richland Avenue West Suite 130 Aiken, SC 29801 803-642-1520 FAX: 803-436-2627	<b>COATS</b> Central Midlands Council of Governments 236 Stoneridge Drive Columbia, SC 29210 803-376-5390 FAX: 803-376-5394	<b>GPATS</b> Greenville County Planning Commission 301 University Ridge, Suite 400 Greenville, SC 2960 864-467-7270 FAX: 864-467-5962
<b>CHATS</b> Berkeley-Charleston-Dorchester Council of Governments 1362 McMillan Avenue Suite 100 North Charleston, SC 29405 843-529-0400 FAX: 843-529-0305	<b>GSATS</b> Waccamaw Regional Planning and Development Council 1230 Highmarket Street Georgetown, SC 29440 843-546-8502 FAX: 843-527-2302	<b>RFATS</b> Rock Hill Planning and Development Post Office Box 11706 Rock Hill, SC 29731 803-326-2432 FAX: 803-329-7228

Appendix

Application Checklist

Not every item in the list that follows will apply to all applicants. It can be helpful as a guide, however, make sure that all parts of the application process have been completed.

- Review eligibility requirements for the type of applicant.
- For projects on SCDOT right of way, obtain an Encroachment Permit or letter indicating your project is feasible in concept from appropriate SCDOT local officials. Please provide as much detail about your project as possible and allow sufficient time to receive permit or letter.
- Verify project’s conformance to disability regulations.
- Provide location maps, project boundary maps, site plan, and photographs of exiting site or facility.
- Prepare an itemized list of all project elements and their costs, including quantity, unit prices, and so on.
- Identify ownership of all property and if property is to be acquired, the values of the property.
- Obtain documentation showing local support (letters, etc.).
- Provide description of plans for maintenance and management of the project including costs of maintenance and the sources of funding.
- Provide any previously prepared assessments of the impact of the project. (If none have been prepared, but are required, these impact assessments, such as environmental, archaeological, and so on, must be completed before the project is implemented)
- Provide a list of the source for matching funds and amounts.
- Provide certification with a signature of an individual authorized to commit the applicant to a contract.
- Send original and six copies to the SCDOT Local Program Office or your TMA, as appropriate.





2035 Long Range Transportation Plan  
Corridor Project Ranking Form

Project Name: \_\_\_\_\_

Mobility and Accessibility (0 to 34)	Score Range	Score
<b>2010 Level of Service (LOS)</b>		
• F+(v/c >= 1.2)	10	_____
• F (v/c >= 1.0)	8	_____
• E (v/c >= 0.8)	6	_____
• D (v/c >= 0.66)	3	_____
• C or better (vc <0.66)	0	_____
<b>Predicted 2035 LOS without project (E+C)</b>		
• F+(v/c >= 1.2)	10	_____
• F (v/c >= 1.0)	8	_____
• E (v/c >= 0.8)	6	_____
• D (v/c >= 0.66)	3	_____
• C or better (vc <0.66)	0	_____
<b>Reduction in V/C Ratio if project is Built</b>		
• -0.41 or greater	8	_____
• -0.31 to -0.40	6	_____
• -.021 to -0.30	4	_____
• -.010 to -0.20	2	_____
• -0.09 or less	0	_____
<b>Network connectivity and Hierarchy of Streets</b>		
• Connects two or more arterials	4	_____
• Connects one arterial, 2+ Collectors	2	_____
<b>System Continuity</b>		
• Completes a corridor in the highway system	4	_____
• Improves a critical segment a corridor	2	_____
<b>Freight Benefits</b>		
• Project is included in state truck network	4	_____
• Improves access to major freight centers	2	_____

Safety (0 to 21)	Score Range	Score
<b>Corridor Safety Improvements</b>		
• Crash rate per mile is in top quartile for that county	10	_____
• Crash rate is above median for that county	7	_____
• Improves two or more high crash intersections	4	_____
<b>Multimodal Safety Measures</b>		
• Improves public transit safety	2	_____
• Improves pedestrian or bicycle safety	4	_____
<b>Provides Access Management</b>		
• Provides alternative route in congested corridor	4	_____
• Adds raised median along 50% + of project length	1	_____
• Closes minor intersections, unnecessary access	1	_____
• Eliminates existing at-grade RR highway crossing	1	_____
Provide Transportation Alternatives (0 to 13)	Score Range	Score
<b>Supports Compact Urban Centers</b>		
• Provides an alternate route to a city’s Main Street	4	_____
• Project creates a Main Street environment	3	_____
• The project promotes urban revitalization	2	_____
<b>Non-Automobile Transportation</b>		
• Project includes bicycle facilities	3	_____
• Project includes pedestrian facilities	3	_____
• Project improves transit access to area	3	_____
Environmental Justice (-10 to 10)	Score Range	Score
<b>Affects on Low Income, Minority, and Transportation Disadvantaged Residents</b>		
• Is widely supported in the affected community	3	_____
• Improves community businesses and employment	3	_____
• Supports development of affordable housing	2	_____
• Improves access to transit service	1	_____
• Provides improved bicycle and pedestrian facilities	1	_____
• Harms transit access	-1	_____
• Harms bicycle and pedestrian mobility	-1	_____
• Displaces community residents	-2	_____
• Harms community businesses and employment	-3	_____
• Is widely opposed in the affected community	-3	_____



GPATS 2035 LRTP Intersection Ranking Sheet

Project Name \_\_\_\_\_

Environmental Impacts (-13 to 9)	Score Range	Score
<b>Environmental/Natural Features</b>		
• Floodplains and Floodways	-1 to 1	_____
• Wetlands	-1 to 1	_____
• River and Stream Crossings	-1 to 1	_____
• Threatened or Endangered Species	-1 to 1	_____
• Superfund Sites	-1	_____
• Environmental hazards	-1	_____
<b>Cultural and Community Resources</b>		
• Churches	-1 to 1	_____
• Cemeteries	-1 to 1	_____
• Schools	-1 to 1	_____
• Parks and Open Space	-1 to 1	_____
• Historic Sites	-1 to 1	_____
• Disrupts or fragments community	-2 to 0	_____
<b>Constructability and Cost (-10 to 2)</b>		
<b>Impacts on Homes or Businesses</b>		
• High	-6	_____
• Moderate	-4	_____
• Low	-2	_____
<b>Topography</b>		
• Extensive steep slopes	-2	_____
• Moderate slopes	-1	_____
<b>Total Cost per Added Capacity-Mile*</b>		
• Over \$600 per Capacity Mile	-2	_____
• \$350 to \$600 per Capacity Mile	-1	_____
• \$200 to \$350 per Capacity Mile	1	_____
• Less than \$200 per Capacity Mile	2	_____

\* Widening a 2 lane road to 4 lane divided or 5 lane increases capacity by about 20,000 vehicles; if two miles are widened, 40,000 capacity miles are added. If the project costs \$12,000,000, the cost per capacity mile would be (\$12,000,000/40,000 = \$300 per capacity mile.

Criteria	Value	Score
1 Total Crashes Per Year		
7 or more	3	<input type="text"/>
3 to 6	2	
2 or fewer	1	
2 Traffic Volume (AADT) Per Lane on Major Route		
3,500 or greater	3	<input type="text"/>
1,001 to 3,499	2	
1,000 or less	1	
3 Traffic Volume (AADT) Per Lane on Minor Route		
3,500 or greater	3	<input type="text"/>
1,001 to 3,499	2	
1,000 or less	1	
4 Highest Facility Improved		
Regional Highway	3	<input type="text"/>
Local Thoroughfare	2	
Collector Roads	1	
Local Streets	0	
5 Project Serves		
Existing Major Commercial Area	3	<input type="text"/>
Major Residential or Minor Commercial Area	2	
Future Major Development Area	1	
6 Existing Intersection Alignment: Angle of Intersection		
45 degrees or less	3	<input type="text"/>
46 to 75 degrees	2	
76 to 90 degrees	1	
7 Bonus Points		
Offset Intersection	1	<input type="text"/>
One or more fatalities in last 3 years	1	<input type="text"/>
5 Point Intersection	1	<input type="text"/>
Limited Sight Distance	1	<input type="text"/>
Existing Signalized I/S without left turn lanes	1	<input type="text"/>
Total Score		<input type="text"/>