

AGENDA
GPATS 101 TRAINING SESSION
Greenville County Offices, North Tower, Second Floor Training Room
August 19, 2025
1:00 p.m.

The Training will be held on Zoom and open for on-site participation.
Citizens and other interested parties who wish to watch but not interact may live-stream the meeting
at the appointed time, at the following web address:
<https://www.greenvillecounty.org/livestreamplanning.aspx>

1:00-1:10am	1) WELCOME AND INTRODUCTIONS
1:10-1:20am	2) GENERAL GPATS INFORMATION AND BRIEF HISTORY
1:20-1:40am	3) RUNDOWN STATE AND FEDERAL POLICIES
1:40-1:50am	4) TOUR OF THE GPATS WEBSITE AND INTERACTIVE MAPPING SYSTEM
1:50am-2:00pm	BREAK
2:00-2:20pm	5) GPATS PROGRAMS AND FUNDING SOURCES
2:20-2:30pm	6) ROLES AND RESPONSIBILITIES OF GPATS
2:30-2:50pm	7) HOW GPATS PROJECTS GET DONE – SC 153 EXTENSION EXAMPLE
2:50-3:00pm	QUESTIONS & ANSWERS

GPATS 101 TRAINING SESSION

August 19, 2025 – 1pm-3pm

Welcome and Introductions

□ Presenters and Staff

- Keith Brockington, Transportation Planning Manager, GPATS Executive Director
- Anna Stewart, Transportation Planner
- Asangwua Ikein, Transit Planner & Grants Manager
- Cleo Hill, Administrative Assistant

- Draper Carlile, Greenville County Planning Director
- Hesha Gamble, Greenville County Assistant County Administrator Public Works, Planning, and Development
- Nicole Miglionico, Deputy Director of Public Works, Planning, and Development

Today's Agenda

- General GPATS Information
- State and Federal Policies
- Tour of the GPATS Website
- Break – 10 minutes
- GPATS Programs and Funding
- Roles and Responsibilities
- How GPATS Projects get Done
- Q&A | Discussion

For Reference

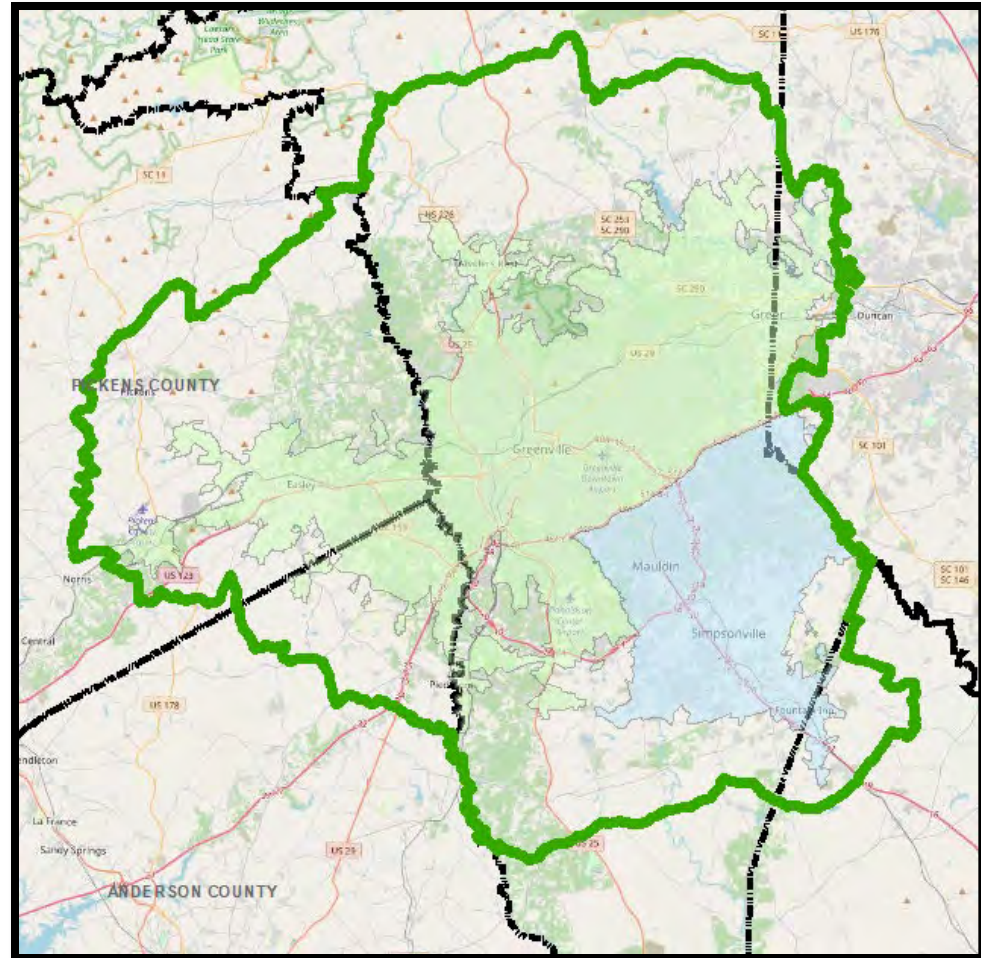
- Get Connected!
 - <https://gpats.org>
 - gpats@greenvillecounty.org
- Links in Chat
 - GPATS Long-Range Transportation Plan
 - GPATS TIP Financial Statement and UPWP
 - GPATS By-Laws
 - Acronyms and Definitions
- Copy of Presentations and Audio Recording will be available on GPATS.org soon.

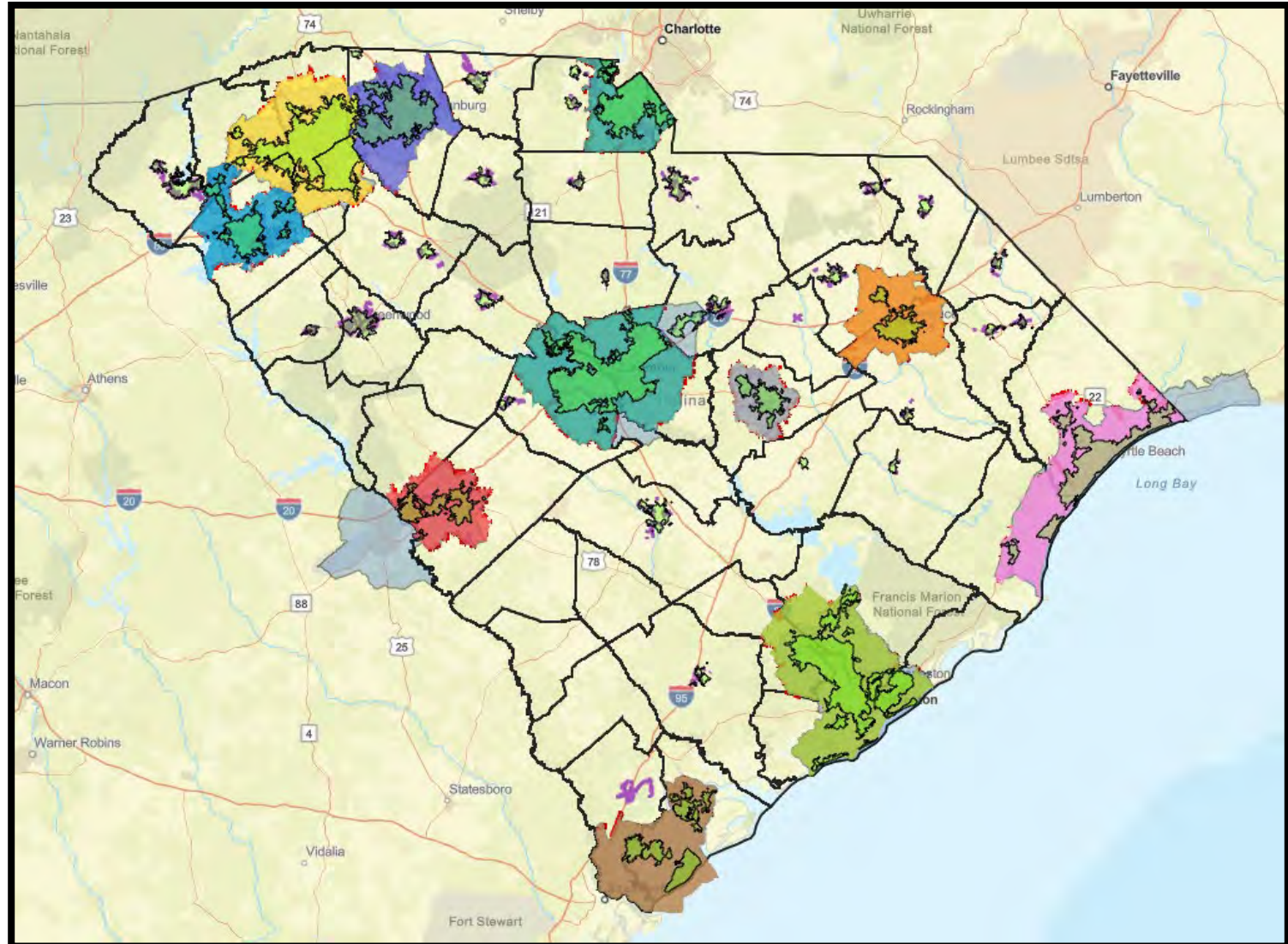
GENERAL GPATS INFORMATION AND HISTORY

GPATS is...



- Greenville-Pickens Area Transportation Study or “GPATS”
- Metropolitan Planning Organization (MPO), one of 11 in SC
- Required by federal regulations for all Census-defined Urbanized Areas (UZAs) with 50,000 or more population





South Carolina Councils of Governments



Transportation Management Areas (TMAs)

- Small MPOs
 - ▣ 50,000 persons to 199,999 persons within UZA
 - ▣ Anderson-Clemson, Spartanburg, Florence, Sumter, Beaufort-HH
- Large MPOs (Transportation Management Areas)
 - ▣ 200,000+ persons within UZA
 - ▣ **Greenville**, Columbia, Charleston, Myrtle Beach
 - ▣ North Augusta, Rock Hill – by virtue of proximity to Augusta, Charlotte
 - ▣ Additional regulations such as Quadrennial Reviews* and Congestion Management Plans
 - ▣ Direct Attributable Funds, in some cases

What does GPATS do?



- ❑ Assist in setting priorities for Road, Safety, Bike and Pedestrian projects
- ❑ Coordinate with GTA/Greenlink and CATbus on Transit Operations
- ❑ Coordinate with SCDOT on Resurfacing, Bridge, and Interstate projects
- ❑ Manage about \$29.2 million in annual funding, currently
- ❑ Assist with a variety of community plans, projects and initiatives
- ❑ Develop Long Range Transportation Plan and Transportation Improvement Program
- ❑ Public data requests
- ❑ Provide “3C” Planning Process: Comprehensive, Continuous, and Cooperative.

How is GPATS organized?

□ Policy Committee

- Mayors, County Council members, State Senators and Representatives, SCDOT Commissioners, Transit Providers
- 28 voting members, 7 non-voting members

□ Study Team

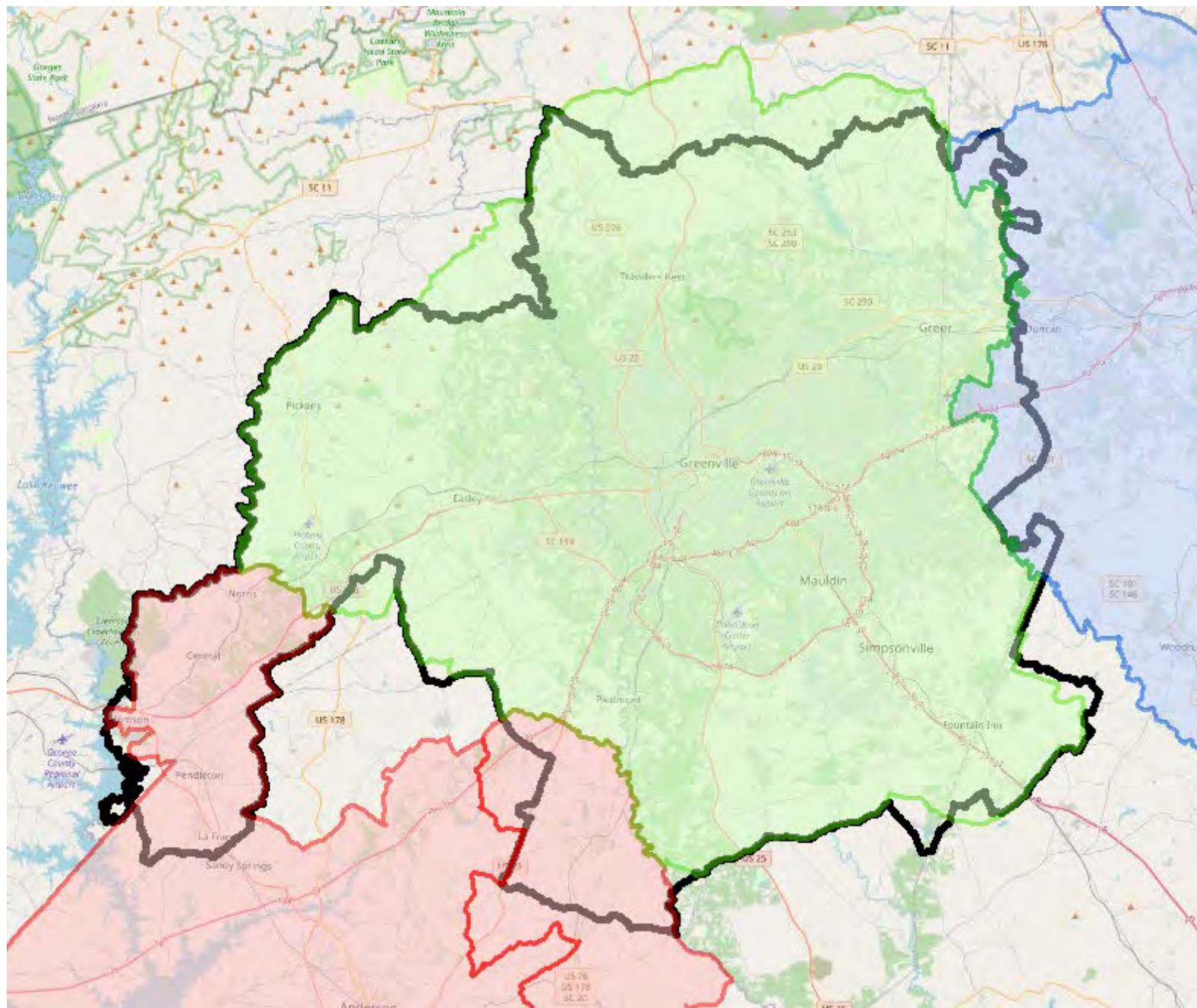
- Administrators, planners, engineers, public works staff, city and county representatives, SCDOT, FHWA, ACOG, Greenlink, CATbus*
- Over 70 named attendees.

□ Staff

- Keith Brockington, Manager, Executive Director
- Asangwua Ikein, Transit Planner & Grants Manager
- Anna Stewart, Transportation Planner
- Cleo Hill, Administrative Assistant

Brief GPATS Expansion History

- GRATS created in September 1964
 - Greenville County authorized by Greenville County Legislative Delegation and municipalities to enter in to agreement with SCDOT to operate as MPO
 - Over time, expansions were minor into Spartanburg (Greer) and Laurens (Fountain Inn) Counties, and crossing the border slightly into Pickens County
- GRATS expanded to GPATS in 2004 (2000 Census)
 - Inclusion of Pickens (Pickens, Liberty, Easley) and Anderson County (Powdersville)
- GPATS expands again in 2013 (2010 Census)
 - Inclusion of additional Pickens (Central, Clemson, Norris) and Anderson (Pendleton, Williamston, Pelzer, West Pelzer) Counties
- GPATS contacts in 2023 (2020 Census)
 - Reduction close to 2004 boundaries, adjusted for Census demography



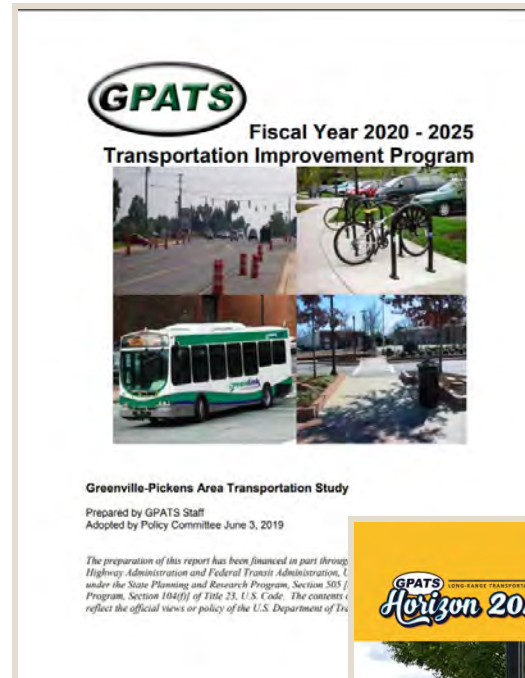
RUNDOWN OF STATE AND FEDERAL POLICIES

Federal Planning Authorizations

- Federal-Aid Highway Act of 1962
 - ▣ Established the creation of MPOs
- U.S.C Chapter 23 Section 134-135
 - ▣ Established MPO/COG and Statewide Planning
- C.F.R Chapter 23
 - ▣ Regulations specific to Highway Planning
- Highway Authorization Bills (1987 to Present)
 - ▣ Typically 5-year Bills + Continuing Authorizations
 - ▣ Currently IIJA/BIL: Investing in Infrastructure and Jobs Act/Bipartisan Infrastructure Legislation (2021)
 - ▣ Previously FAST Act, MAP-21, SAFTEA-LU, TEA-21, NHS, ISTEA, Uniform Act

GPATS Planning Documents

- Federally required plans:
 - Long Range Transportation Plan
 - 10-year New Plan (2026)
 - 5-year Updates (2031)
 - Transportation Improvement Plan
 - 2-year Plan (2026)
 - Unified Planning Work Program
 - 2-year Plan (2025)
 - Others
 - Public Participation Plan
 - Title VI
 - Congestion Management Plan
 - Transit Asset Management Plan
- Other plans:
 - Corridor studies
 - Bicycle/pedestrian plans
 - Transit plans



GPATS Planning Documents

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IDENTIFIED TRANSPORTATION PROJECTS & REGIONAL VISION
(All needed projects for various modes)

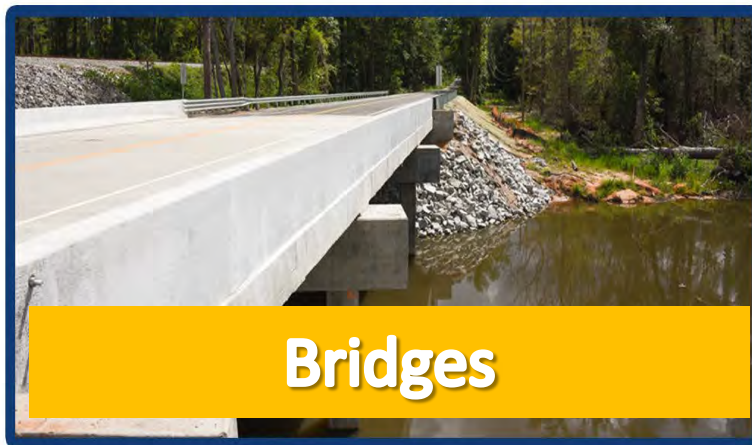
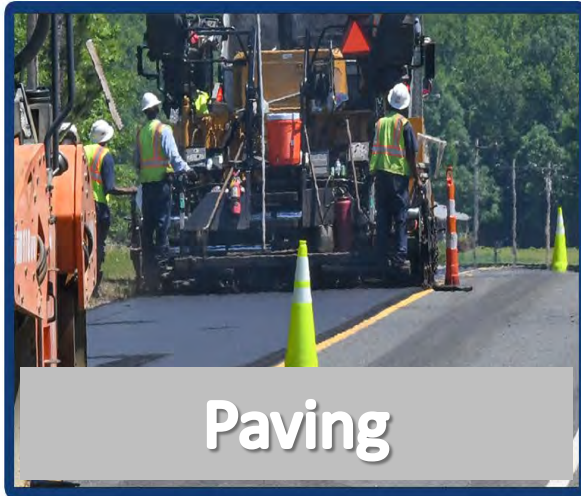
FISCALLY CONSTRAINED LRTP
(What we should be able to
afford by 2045)

**TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)**
(What we are building “now”)

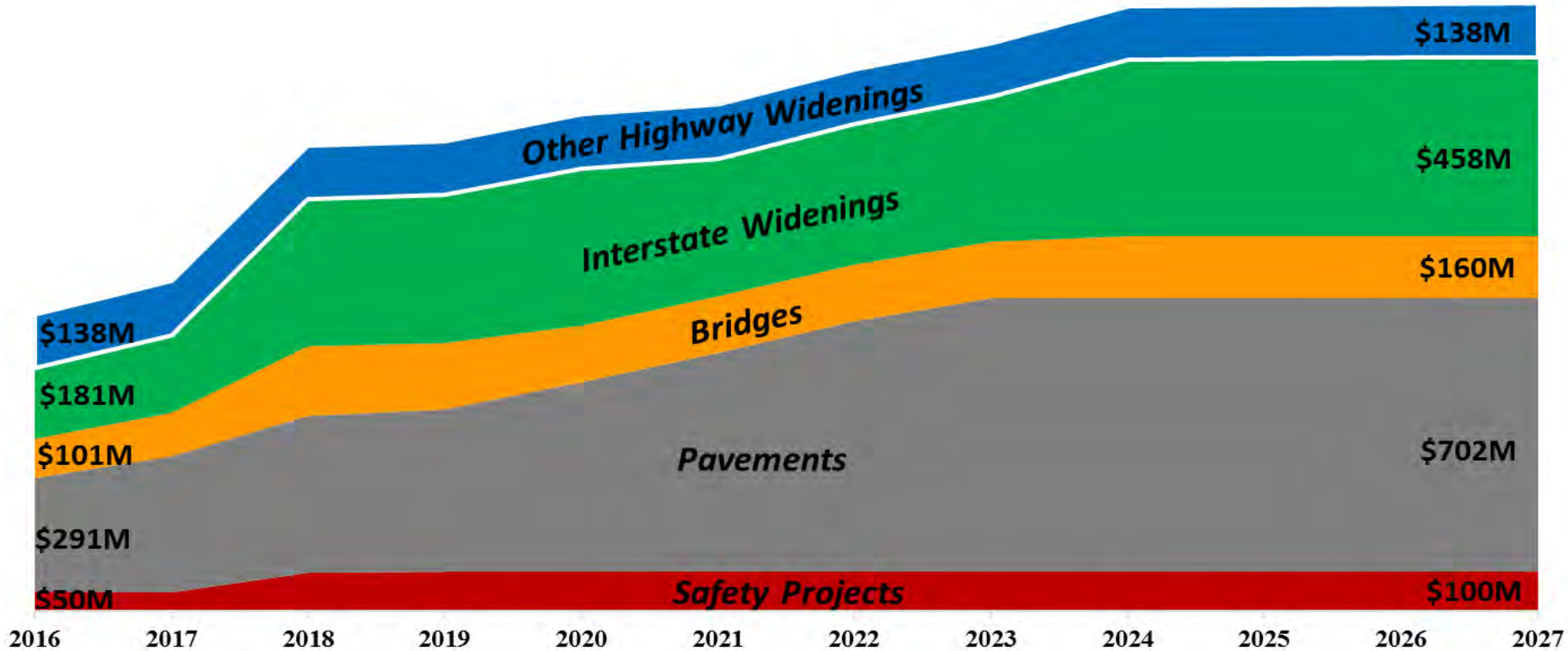
Long-Range Transportation Plan - Horizon2040 (and 2045 Update)

- Establishes priorities for the Region
 - ▣ Fewer Capacity Projects, More Congestion Reduction
 - Intersections and spot-widening
 - Signal Upgrades
 - Access Management/Connectivity
 - ▣ Bike/Ped Facilities with Road Projects
 - ▣ Multi-Use Paths, not Bike Lanes (outside of CBDs)
 - ▣ Connect Local Transit Systems into Regional Network
 - Greenlink, CATbus, SPARTA, Electric City Transit
- Funding for Alternatives (began in FY2024)
 - ▣ 50% for Corridor Projects
 - ▣ 25% for Intersections
 - ▣ 5% for Signal Upgrades
 - ▣ 10% Dedicated Bike/Ped (Greenways)
 - ▣ 10% Transit Capital (Buses and Facilities)

In coordination with SCDOT's 4 main priorities:



The 10-Year Plan Investment Areas: All Funds Combined



Transportation Improvement Program

- Six-Year Funding Schedule of Short-Term Projects
 - ▣ Updated as needed at GPATS Policy Committee
 - ▣ New TIP document adopted every Two Years
 - ▣ Current is FY2023-2028 (new next year for FY2025-2030)
- Covers ALL GPATS, SCDOT, Transit, and Grant/Earmark projects
- For most, identifies funding year and phases
 - ▣ PL – Planning
 - ▣ PE – Preliminary Engineering
 - ▣ R – Right of Way Acquisition
 - ▣ C – Construction
- Projects are brought into TIP scheduled by priority ranking in GPATS LRTP, consistent with Federal Performance Measures and SC Act 114
 - ▣ Projects can be accelerated if criteria met and if approved.

SC Act 114 of 2007

- Establishes requirement to perform priority ranking of projects, and defines criteria for such
 - ▣ Financial viability
 - ▣ Public safety
 - ▣ Potential for economic development
 - ▣ Traffic volume and congestion
 - ▣ Truck traffic
 - ▣ The pavement quality index
 - ▣ Environmental impact
 - ▣ Alternative transportation solutions
 - ▣ Consistency with local land use plans
- Can be deviated from, under certain circumstances
 - ▣ Cost Efficiencies
 - ▣ Significant Barriers to Completion
 - ▣ Local and/or Regional Collaboration
- Appendix D of the Horizon 2045 LRTP Outlines the Prioritization

SC-183 Widening



SC-183 Widening

- Funding for the project currently stands at:
 - ▣ SCTIB Grant Application: \$44,716,000
 - ▣ Pickens County Local Match: \$19,164,000
 - ▣ SC General Assembly Earmark: \$10,000,000
 - Total of: \$73,880,000**
- SCDOT Assessment of project stated additional scope and funding was needed:
 - ▣ Project “logical termini” needed to be extended into Greenville County, to White Horse Rd (US-25)
 - ▣ SC-183 Bridge over Saluda River needs replacement and widening.
- Pickens County is requesting that GPATS Guideshare be allocated to fill funding gap.

SC-183 Widening

Corridor Project Scoring

$Raw Score_{corridors} = [Safety Score] + [Pavement Condition Score] + [2020 Level of Service (LoS) Score] + [2045 Level of Service (LoS) Score] + [Percentage Truck Score] + [Percentage NonWhite Score] + [Average Median Income (AMI) Score] + [Bus Stop Score] + [Emphasis Score]$ $Weighted Score_{corridors} = \frac{[0.2 * Safety Score] + [0.1 * Pavement Condition Score] + [0.08 * 2020 Level of Service (LoS) Score] + [0.08 * 2045 Level of Service (LoS) Score] + [0.1 * Percentage Truck Score] + [0.08 * Percentage NonWhite Score] + [0.08 * Average Median Income (AMI) Score] + [0.05 * Bus Stop Score] + [0.25 * Emphasis Score]}{[0.2 + 0.1 + 0.08 + 0.08 + 0.1 + 0.08 + 0.08 + 0.5 + 0.25]}$																		
OBJECTID *	Project Name	Category	Project Length (mi)	From	To	Safety Score	Pavement Condition Score	2020 Level of Service (LoS) Score	2045 Level of Service (LoS) Score	Percentage Truck Score	Percentage Non-White Score	Average Median Income (AMI) Score	Bus Stop Score	Emphasis Score	Raw Score	Weighted Score	Adjusted Score Out-of-100	Rank
281	Roper Mountain Rd	Corridor Improvements	0.711799	Roper Mountain Rd Ext	Woodruff Rd	5	2	4	5	1	2	2	1	5	27	2.47619	100 / 100	1
15	US 123 from College Ave to US 76	Corridor Improvements	0.391628	College Ave	Anderson Hwy	5	2	3	3	1	3	3	0	5	25	2.387755	96 / 100	2
7	White Horse Rd	Corridor Improvements	1.415509	Su 123	SC 81	4	3	3	3	2	3	2	0	5	25	2.333333	94 / 100	3
251	Augusta St	Corridor Improvements	1.530573	East Faris Road	Mauldin Road	5	2	3	4	1	1	1	2	5	24	2.292517	93 / 100	4
9	West Georgia Road	Corridor Improvements	2.4389	East Standing Springs Road	North Maple Road	3	3	3	4	2	2	2	0	5	24	2.197279	89 / 100	5
14	US-25 – NEAR W GA TO WHITEHORSE EXT	Corridor Improvements	1.468117	Donaldson Road	White Horse Road Extension	2	3	2	3	2	4	3	0	5	24	2.115646	85 / 100	6
161	Miller Rd	Widening	2.56149	Old Mill Road	Woodruff Road	4	3	2	3	1	2	1	0	5	21	2.102041	85 / 100	7
6	Farrs Bridge Road	Widening	1.776831	West Hope St	Eunice Dr	3	3	2	3	2	2	2	0	5	22	2.088435	84 / 100	8
10	South Buncombe Rd	Corridor Improvements	3.40378	SC 14	GSP	3	3	2	2	2	2	2	0	5	21	2.034014	82 / 100	9
279	Farrs Bridge Rd	Corridor Improvements	3.447309	Hamburg Road	Groce Road	2	3	4	1	2	1	3	0	5	21	1.952381	79 / 100	10
211	SC 81	Widening	3.132922	SC 153	Old Williamston Road	2	2	4	4	2	1	1	0	5	21	1.938776	78 / 100	11
273	Saluda Dam Rd/Olive Rd/Fleetwood Dr	Corridor Improvements	1.610211	W Main St	Prince Perry Dr	3	2	2	3	2	1	1	0	5	19	1.911565	77 / 100	12
2	Fairview Road	Widening	1.562143	Hwy 418	Neely Ferry Road	3	1	4	1	2	2	1	0	5	19	1.897959	77 / 100	13
185	Farrs Bridge Rd (SC 183) Improvements	Corridor Improvements	4.105791	SC 135	Hamburg Rd	2	3	3	3	2	1	1	0	5	20	1.897959	77 / 100	13

SC-183 Widening

- SCDOT and FHWA have given permission to accelerate these segments from the LRTP into the TIP
 - ▣ High Rank of all segments in LRTP
 - ▣ Presence of significant Local and State funding
 - ▣ Significant Safety concerns on corridor needing addressing
- SCDOT Estimates an addition \$28 million would be needed to supplement the current \$73.9 million
 - ▣ FY2024 - \$3 million for Preliminary Engineering
 - ▣ FY2027 - \$5 million for Right of Way Acquisition
 - ▣ Outside of current TIP (FY2029+) - \$20 million for Construction

PERFORMANCE MEASURES

and target setting

Targets:

15

- Mandated by FHWA
- SCDOT has one year to set a target after the final rule is published for a goal
- MPOs and COGs have 180 days to adopt the state targets or create their own

National Goal Areas:

16

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Released Targets:

17

- Safety
- Transit Asset Management
- Infrastructure Condition
- System & Freight Reliability



2021 – 2025 Safety Targets

18

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1081.6	1.775	2782.2	4.567	479.8
SC Targets	1080.0	1.782	2764.0	4.561	453.4
GPATS Baseline	112.0	1.828	339.2	5.536	58.4

- Baseline Data is from 2019 – 2023
- *Rates are based on the unit per 100 million Vehicle Miles Traveled

2021 – 2025 Safety Targets

19

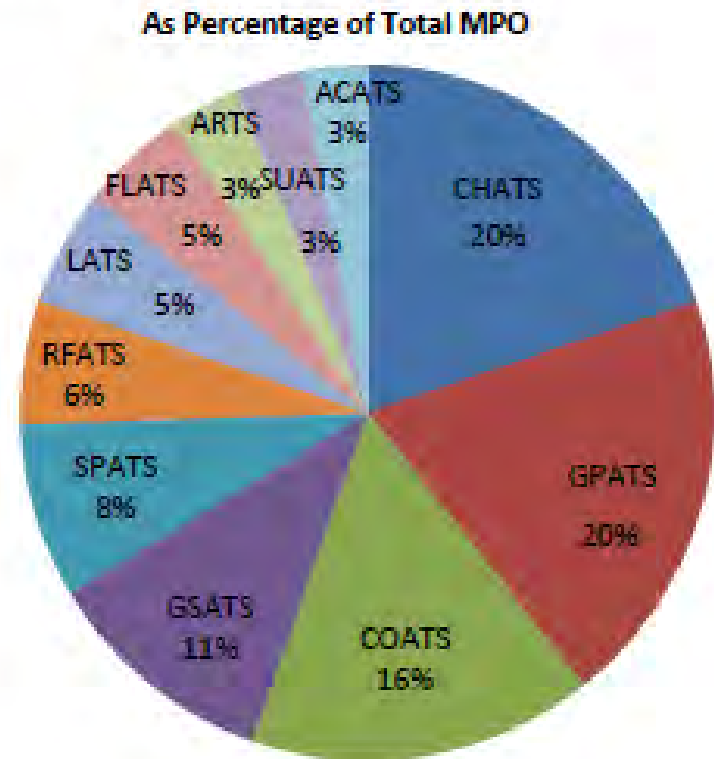
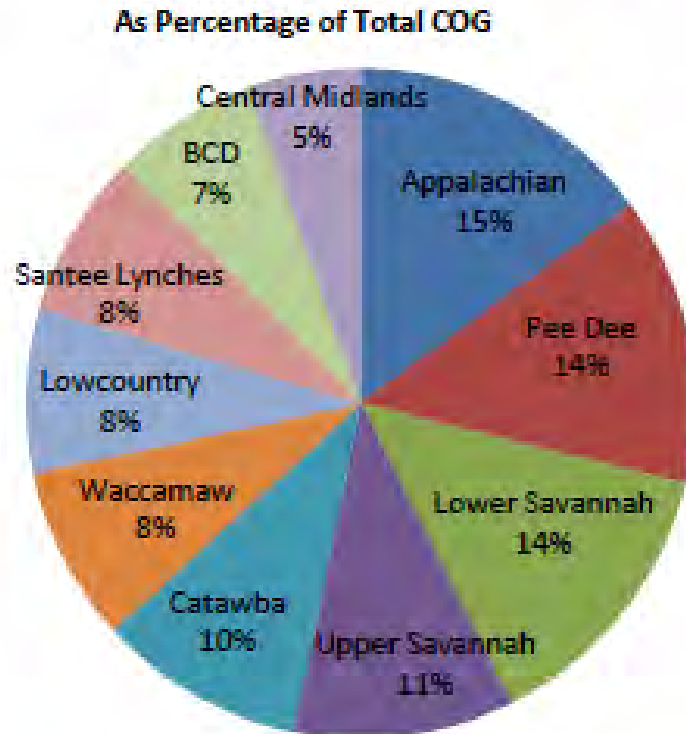
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GPATS Baseline	112.0	1.828	339.2	5.536	58.4
GPATS % Contribution	10.3	Higher than the state	12.2	Higher than the state	12.2

- $\text{GPATS \% contribution} = \text{GPATS baseline} / \text{SC baseline}$

2021-2025 Safety Targets

20

Fatal and Serious Injuries by Percentage



2022 Transit Safety Targets

21

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability* **
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	0	0.70	1	0.94	71,561

- ** Rates are based on the unit per 100 thousand vehicle revenue miles
- ***Reliability is determined based on vehicle revenue miles/failures

Transit Asset Management

2024 Targets: Greenlink

22

Asset Category	Class	Performance Measure	2022 Target
Rolling Stock	Buses	% met or exceeded ULB	50%
	Trolley Buses	% met or exceeded ULB	100%
	Cutaway Buses	% met or exceeded ULB	14%
	Van	% met or exceeded ULB	0%
Equipment	SUV	% met or exceeded ULB	40%
	Van	% met or exceeded ULB	100%
	Truck	% met or exceeded ULB	83%
	Car	% met or exceeded ULB	100%
Facilities	100 W. McBee (Terminal)	% with a condition rating below 3.0 on TERM Scale	100%
	154 Augusta St (Maintenance Garage)	% with a condition rating below 3.0 on TERM Scale	0%

Infrastructure Condition:

23

Infrastructure Condition Baseline & Targets			
	Pavement (Interstate)	Pavement (Non- Interstate NHS)	Bridges
SC Baseline	75.8% Good 0.2% Poor	38.8% Good 1.6% Poor	38.5% Good 4.3% Poor
SC 2-Year Targets	77% Good 2.5% Poor	36% Good 10% Poor	35% Good 6% Poor
SC 4-Year Targets	78% Good 2.5% Poor	38% Good 10% Poor	34% Good 6% Poor
GPATS Baseline	80.79% Good 0% Poor	38.65% Good 3.06% Poor	56.75% Good 11.57% Poor

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

System & Freight Reliability:

24

System & Freight Reliability Baseline & Targets			
	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability (TTTR)
SC Baseline	95.9%	95%	1.31
SC 2-Year Targets	89.1%	85%	1.45
SC 4-Year Targets	89.1%	85%	1.45
GPATS Baseline	85.2%	93.9%	1.57

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

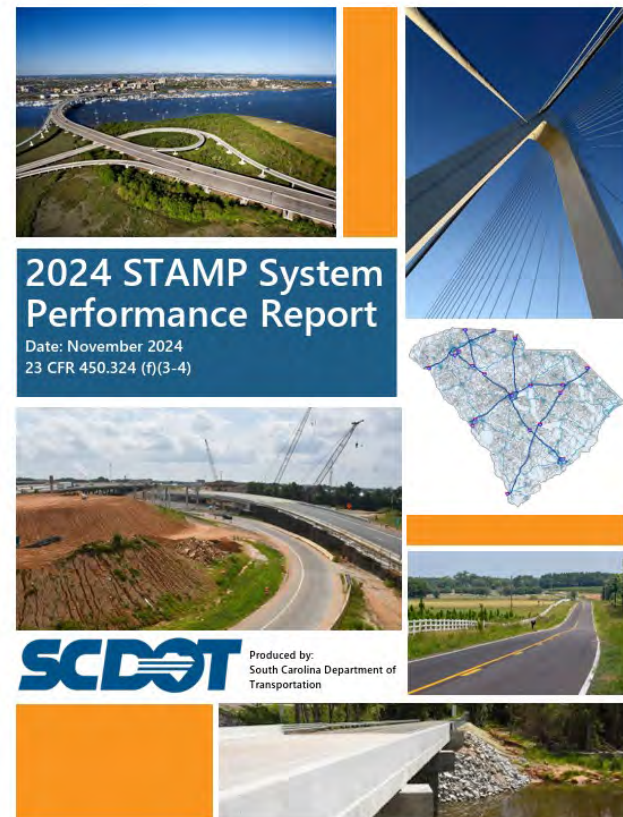
TTTR is determined by where truck travel reliability falls on the TTTR Index.

Monitoring and Reporting:

25





- LRTPs and TIPs have to include performance measure information

- SCDOT Performance Reports
 - ▣ What are the targets?
 - ▣ Did we hit our targets?



Monitoring and Reporting:

26

Performance Measure	Baseline (2021)	2023 Target	2023 Actual	Progress from 2023 Target	2025 Target
Interstate Pavement in Good Condition	75.8%	77.0%	70.7%		78.0%
Interstate Pavement in Poor Condition	0.2%	2.5%	0.6%		2.5%
Non-Interstate NHS Pavement in Good Condition	38.8%	38.0%	38.6%		38.0%
Non-Interstate NHS Pavement in Poor Condition	1.6%	10.0%	1.9%		10.0%
NHS Bridge Deck Area in Good Condition	38.5%	35.0%	33.6%		34.0%
NHS Bridge Deck Area in Poor Condition	4.3%	6.0%	4.4%		6.0%
Interstate Travel Time Reliability	95.9%	89.1%	94.4%		89.1%
Non-Interstate NHS Travel Time Reliability	95.0%	85.0%	93.1%		85.0%
Interstate Truck Travel Time Reliability	1.31	1.45	1.37		1.45

Woodruff Road Congestion Relief

Project Information

[FixWoodruffRoad.com](#)

DESCRIPTION

- SCDOT Pin #P028743
- Tentative limits of the project are from Woodruff Road/ Mall Connector Road area to the Woodruff Road/Smith Hines Road area
- The NEPA process will define the final project limits

PURPOSE

- To improve operational performance of the existing facility by relieving congestion
- To improve efficiency and mobility in the area

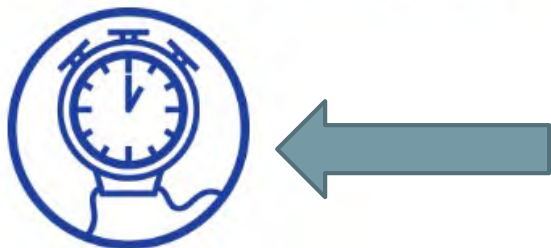
NEED

- The Woodruff Road corridor is highly traveled and currently experiences high levels of congestion during peak times

STATUS

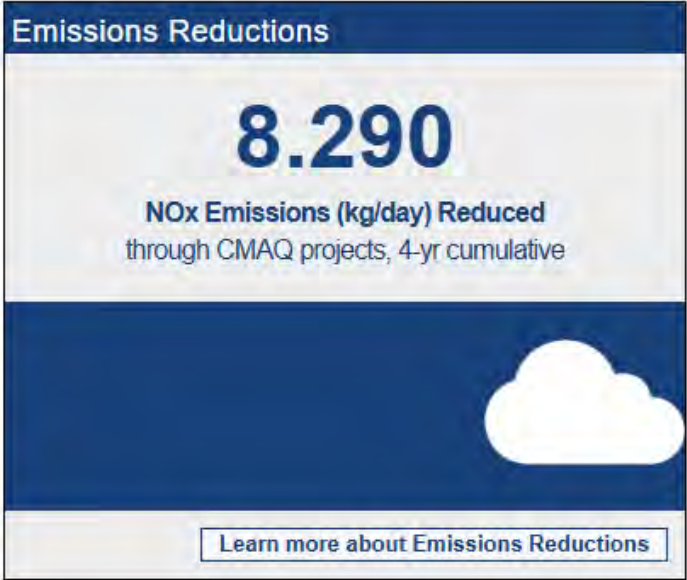
- ROW plans in QA review ahead of 05/23 ROW obligation. Additional funds are needed for ROW obligation.

TARGETS IMPACTED [\(CLICK HERE FOR FURTHER EXPLANATION\)](#)



Funding Source	Funding Amount	% Total
Guideshare	\$42,000,000	35%
Greenville County	\$30,336,733	25%
SC State Infrastructure Bank	\$49,010,199	40%
Total	\$121,346,932	100%

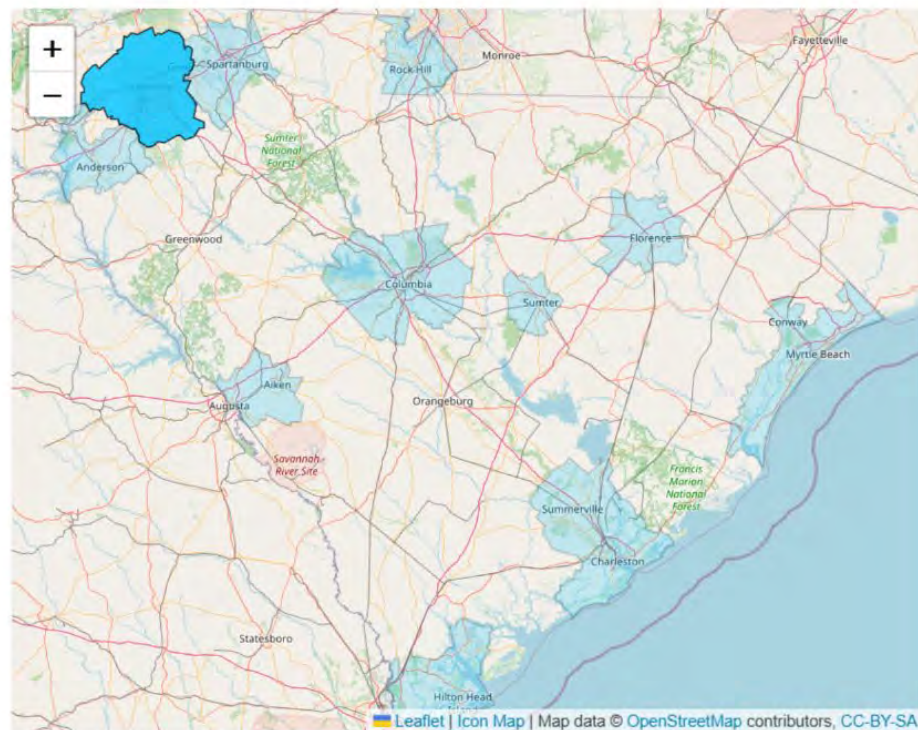
State Performance Dashboard - South Carolina





Selected MPOs

GPATS



Why?...

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- Justification of our funding strategy in the LRTP and TIP
 - ▣ Justification of focusing on one goal over others
- Ability to track if a strategy is working and to change targets when it is not.
- Used in project prioritization and ranking

GPATS Horizon2045 LRTP Ranking

Performance Measures	Measure Definition	Scoring	Weight
Safety	Traffic Crashes: Based on the crash severity – including fatal, injurious, and property damaging – and the occurrence of these types of crashes.	5: Very high rate of crashes by severity and rate. 4: High rate of crashes by severity and rate. 3: Medium rate of crashes by severity and rate. 2: Low rate of crashes by severity and rate. 1: Very low rate of crashes by severity and rate.	Corridor: 20% Intersection: 25%

Corridor Project Scoring

$Raw\ Score_{corridors} = [Safety\ Score] + [Pavement\ Condition\ Score] + [2020\ Level\ of\ Service\ (LoS)Score] + [2045\ Level\ of\ Service\ (LoS)Score] + [Percentage\ Truck\ Score] + [Percentage\ NonWhite\ Score] + [Average\ Median\ Income\ (AMI)Score] + [Bus\ Stop\ Score] + [Emphasis\ Score]$																		
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OBJECTID *	Project Name	Category	Project Length (mi)	From	To	Safety Score	Pavement Condition Score	2020 Level of Service (LoS) Score	2045 Level of Service (LoS) Score	Percentage Truck Score	Percentage Non-White Score	Average Median Income (AMI) Score	Bus Stop Score	Emphasis Score	Raw Score	Weighted Score	Adjusted Score Out-of-100	Rank
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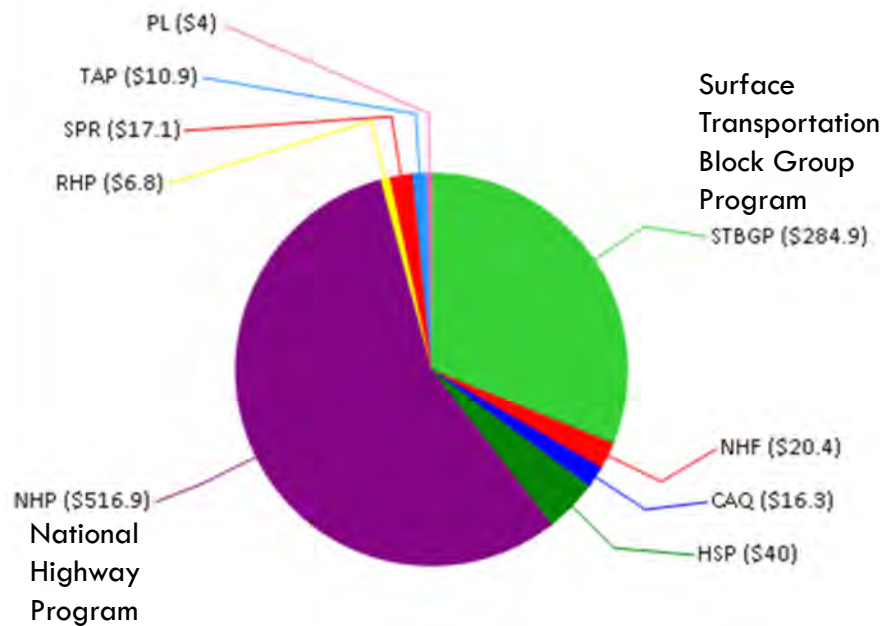
TOUR OF THE GPATS WEBSITE

www.gpats.org

GPATS PROGRAMS AND FUNDING SOURCES

How is GPATS funded?

**Federal Highway Budget
(Year 2017)**

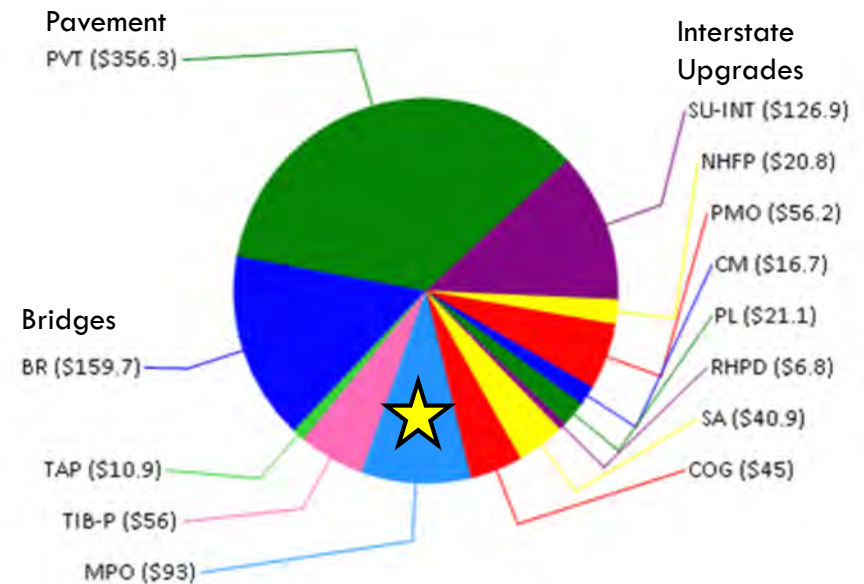


Total Amount is \$917.2 Million

(\$691.8 Federal / \$219.2 State / \$6.2 Other)

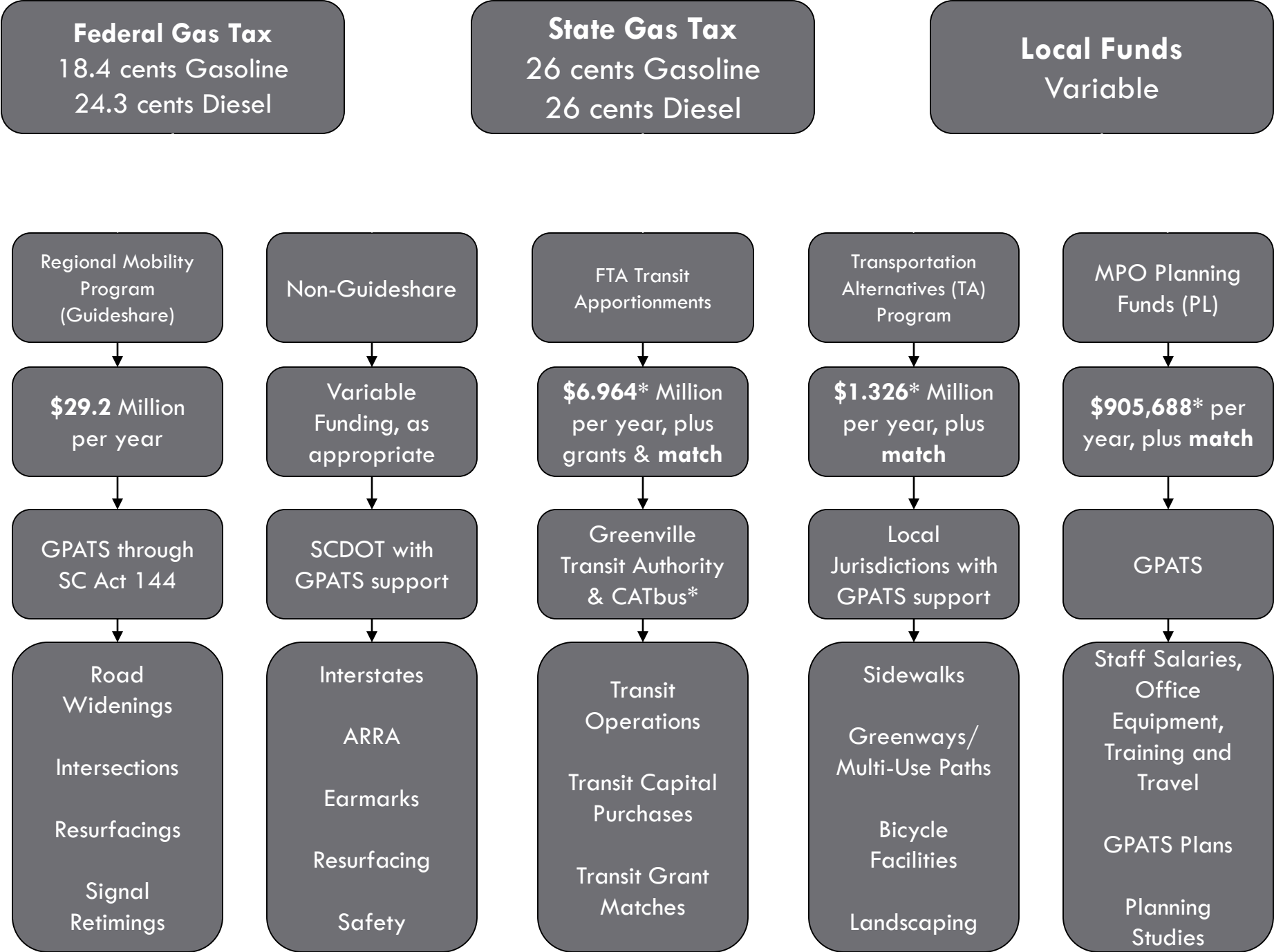
*Latest Federally Approved Data (Includes Revision 5)

**Commission Approved Highway Program Categories
(Year 2017)**



Total Amount is \$1010.3 Million

*Latest Federally Approved Data (Includes Revision 5)



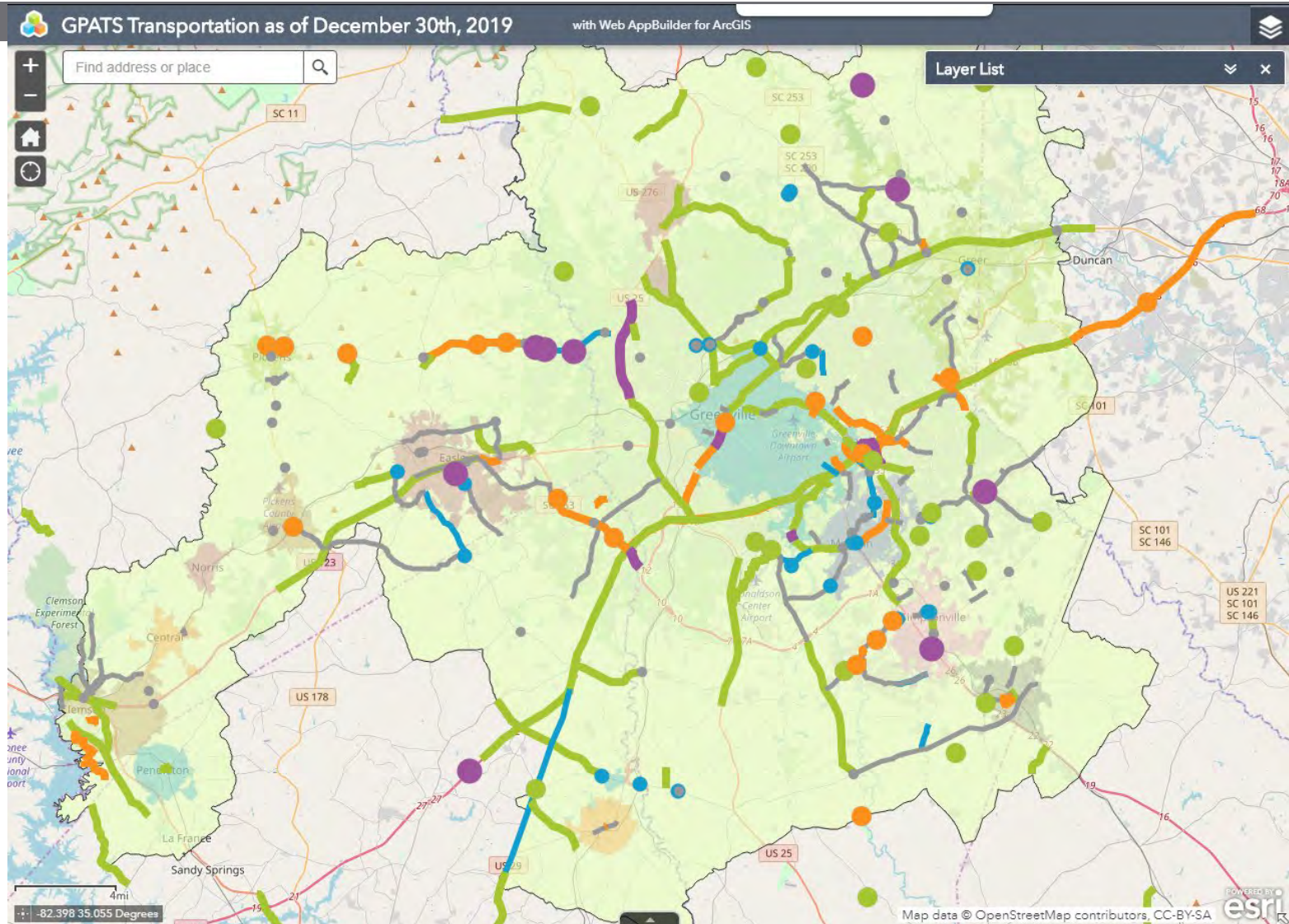
Regional Mobility Program (Guideshare)

4

- “Surface Transportation Block Group” Program, or STBG
- Identified, Planned, Prioritized by GPATS
- \$29.2 million per year
 - ▣ 80% Federal, 20% State, funded from Gas Taxes
- Major GPATS Projects
 - ▣ SC-153 Extension, Woodruff Road Widening and Parallel, Batesville Road, Roper Mtn Road/Ext., etc.
 - ▣ Corridors
 - ▣ Intersection
 - ▣ Signal Timing
 - ▣ Starting in FY24, Bike/Ped/Transit

Regional Mobility Program (Guideshare)

5



Non-Guideshare

6

- SCDOT Projects – mostly statewide priorities
- Amounts vary from year to year
- State Priorities
 - ▣ Interstates
 - ▣ Bridge Rehab and Replacement
 - ▣ Resurfacing
 - ▣ Safety
- Other allocations
 - ▣ Earmarks
 - ▣ State/Federal Programs (Rec. Trails, App. Regional Dev., etc.)
 - ▣ CMAQ, if/when GPATS qualifies
 - ▣ Grants, when Awarded
- GPATS still must adopt projects into the TIP


A large, three-dimensional red number '1' with a hash symbol (#) in front of it, set against a white background with a subtle reflection.

**Fatality Rate
in the
Nation**

A photograph of a road with significant cracking in the asphalt surface, with trees in the background.

80% of our pavements
need repairs

\$11 Billion problem

A photograph of a bridge with a wooden deck and metal truss supports, showing signs of wear and structural issues.

750

**Structurally Deficient
Bridges in our inventory**



PAST DUE
Widening Projects

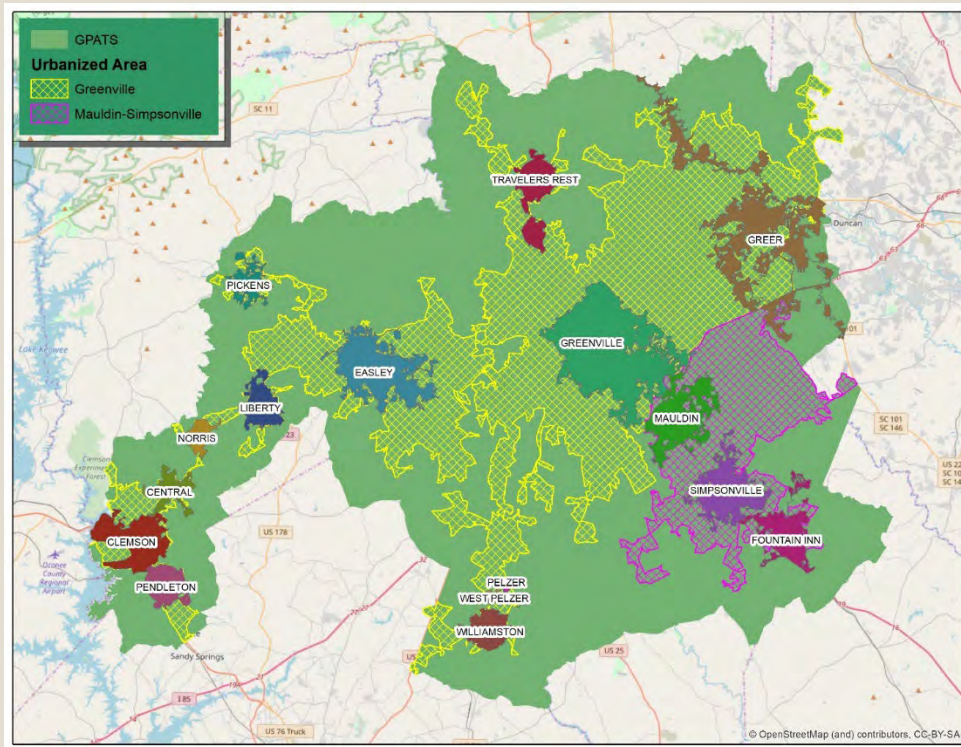
Current Dashboard of our Transportation System

ABOUT FTA FUNDS

BY ASANGWUA IKEIN (GPATS)

OVERVIEW

Greenville-Pickens Area
Transportation Study
(**GPATS**) is the Designated
Recipient for the Urbanized
Area.



FTA FUNDS GTA MANAGES

- 5303 - Support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan or state level. In our region, GPATS refers to this as PL Funds. PL Funds are split between both CATbus and Greenlink to fund planning studies.
- 5307 - Grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds are split between CATbus and Greenlink based on a funding formula.
- 5310 - Intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This fund can be applied for by non-profit and transit agencies and must be directly applied for from GPATS.
- 5339 - Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. These funds are split between CATbus and Greenlink based on a funding formula.

5307 & 5339 – TRANSIT AGENCIES

- Money comes from the federal government annually and GPATS uses a split formula to divvy up the money between CATbus and Greenlink.
 - Every year, the formula is updated using the Nation Transit Database's (NTD's) Transit Agency Profiles, which operates on a two year lag.
 - Every year, the allocations are updated using the Federal Transit Administration's (FTA's) Apportionment Tables.

GTA CAT Funding Formula 2021

Table 1
FY 2021 Sub-allocation Formula

Variables

Non-Incentive	Population	PWD	BVRM
90.8%	25%	25%	50%

Incentive

9.2%

Inputs

Overall (Transit Served)

Population	Area (sq mi)	Population / sq mi	Population Weighted Density (PWD)	Annual Vehicle Revenue Miles (VRM)	Annual Passenger Miles (PMT)	Total Operating Expenses (OE)	Efficiency
178,522	111	1,608.31	1,608.34	1,657,047	10,597,843	\$ 9,676,879.00	14,735,191.21

Greenville

150,881	94	1,605.12	1,356.59	938,230	4,273,765	\$ 6,297,538.00	2,900,350.47
Share	84.52%	84.68%	84.35%	56.62%	40.33%	65.08%	19.68%

Clemson

27,641	17	1,625.94	251.75	718,817	6,324,078	\$ 3,379,341.00	11,834,840.74
Share	15.48%	15.32%	15.65%	43.38%	59.67%	34.92%	80.32%

Split

Greenville 65.85%

100.00%

Clemson 34.15%

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

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

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

GTA CAT Funding Formula 2021

FTA/State Apportionment Breakdowns

	12/12 Appor. (est)						
Greenville UZA Overall	FY2018	FY 2019	FY 2020	FY 2020 CARES ACT	FY 2021		Change (est)
<u>Section 5307/5340</u>	\$ 3,311,264.00	\$ 3,354,402.00	\$ 3,430,666.00	\$ 9,713,049.00	\$ 3,483,376.00		\$52,710.00
<u>Section 5310</u>	\$ 349,469.47	\$ 386,013.00	\$ 402,206.00		\$ 407,558.00		\$5,352.00
<u>Section 5339</u>	\$ 397,866.00	\$ 363,842.00	\$ 379,389.00		\$ 355,804.00		-\$23,585.00
<u>SMTF</u>	\$ 368,190.00	\$ 340,659.00	\$ 328,534.00				-\$328,534.00
Total	\$ 4,058,599.47	\$ 4,444,916.00	\$ 4,540,795.00	\$ 9,713,049.00			-\$4,540,795.00

Greenville Transit Authority							
	73.20%	69.24%	67.45%	67.45%	65.85%		-1.60%
Section 5307	\$ 2,423,695.00	\$ 2,322,587.94	\$ 2,313,984.22	\$ 6,551,451.55	\$ 2,293,803.10		-\$20,181.12
Section 5339	\$ 291,219.86	\$ 251,924.20	\$ 255,897.88	\$ -	\$ 234,296.93		-\$21,600.95
<u>SMTF</u>	\$ 269,498.37	\$ 235,872.29	\$ 221,596.18	\$ -	\$ -		-\$221,596.18
Total	\$ 2,984,413.23	\$ 2,810,384.44	\$ 2,791,478.28	\$ 6,551,451.55	\$ 2,528,100.03		-\$263,378.25

Clemson Area Transit							
	26.80%	30.76%	32.55%	32.55%	34.15%		1.60%
Section 5307	\$ 887,569.00	\$ 1,031,814.06	\$ 1,116,681.78	\$ 3,161,597.45	\$ 1,189,572.90		\$72,891.12
Section 5339	\$ 106,646.14	\$ 111,917.80	\$ 123,491.12	\$ -	\$ 121,507.07		-\$1,984.05
<u>SMTF</u>	\$ 98,691.63	\$ 104,786.71	\$ 106,937.82	\$ -	\$ -		-\$106,937.82
Total	\$ 1,092,906.77	\$ 1,248,518.56	\$ 1,347,110.72	\$ 3,161,597.45	\$ 1,311,079.97		-\$36,030.75

<u>Mauldin-Simpsonville 5307</u>	\$ 1,461,851.11	\$ 1,614,055.00	\$ 1,647,432.00	\$ 4,669,345.00	\$ 1,930,921.00		\$283,489.00
SMTF	\$ 177,453.00	\$ 164,184.00	\$ 157,764.00				-\$157,764.00

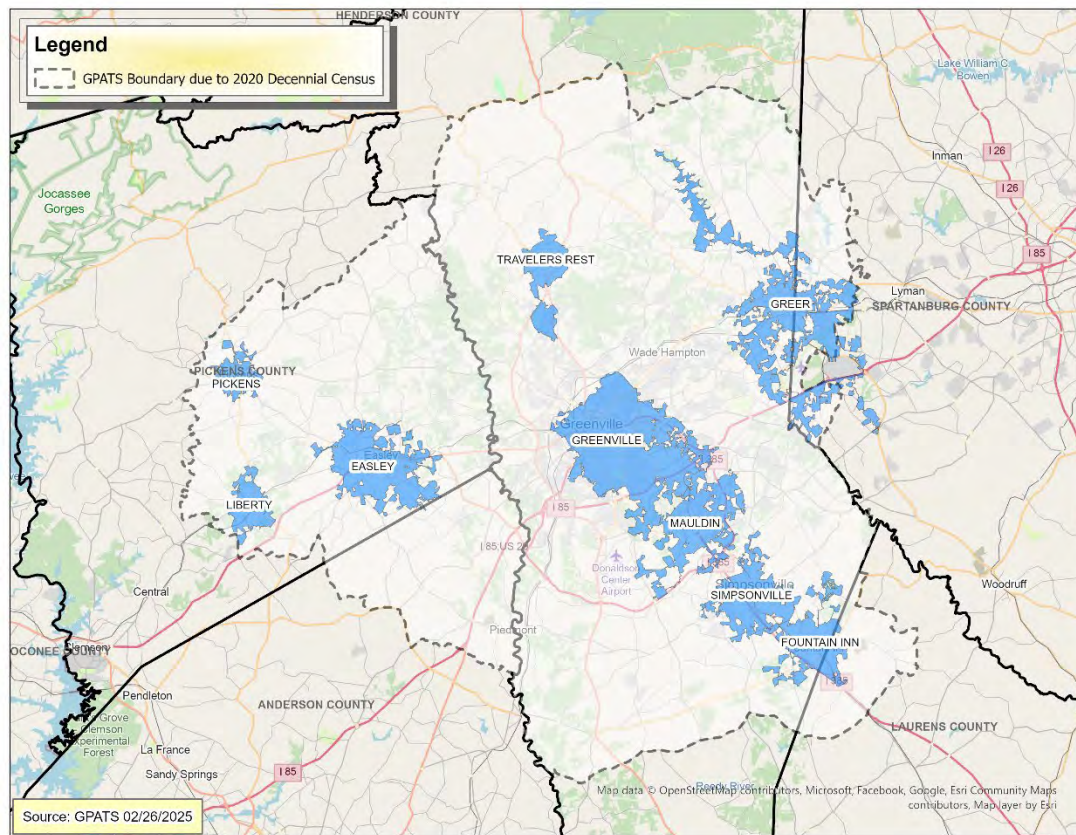
ABOUT FTA 5310 FUNDS

BY ASANGWUA IKEIN (GPATS)

OVERVIEW

5310 Funds are federal funds that can be used to improve transportation services for seniors and individuals with disabilities.

Greenville-Pickens Area Transportation Study ([GPATS](#)) is the Designated Recipient for the Urbanized Area.



ELIGIBLE RECIPIENTS

- Non-profit organizations, states or local government authorities, or operators of public transportation.
 - Public transportation providers must provide ADA services through 10% of their federal 5307 Funds before they can start using 5310 Funds.

ELIGIBLE ACTIVITIES (55% OF APPLICATION MUST BE CAPITAL EXPENDITURES)

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

ELIGIBLE ACTIVITIES (55% OF APPLICATION MUST BE CAPITAL EXPENDITURES)

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- **building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features**
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management program
- delivery meals to people whom are elderly and disabled

MATCH

- The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance.
- The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share.

Transportation Alternatives (TA) Program

Overview

- ▶ Competitive grant program created for non-motorized transportation options
- ▶ GPATS announces call for projects annually
- ▶ TAP applications are ranked and awarded by the GPATS Policy Committee

Overview

- ▶ SCDOT released new TAP Guidelines based on the Infrastructure Investment and Jobs Act (IIJA)
- ▶ Prioritizes
 - ▶ Safety
 - ▶ Public Involvement
 - ▶ Projects located in high-need areas

Eligible Activities

- ▶ Non-motorized transportation projects
 - ▶ Pedestrian and bicycle facilities
 - ▶ Safe Routes to School
 - ▶ Complete Streets



Eligible Applicants

- ▶ Local Governments
- ▶ Regional Transportation Authorities
- ▶ Transit Agencies
- ▶ Natural Resource or Public Lands Agencies
- ▶ School Districts, Local Education Agencies, or Schools
- ▶ Tribal Governments
- ▶ Nonprofit entities

Funding

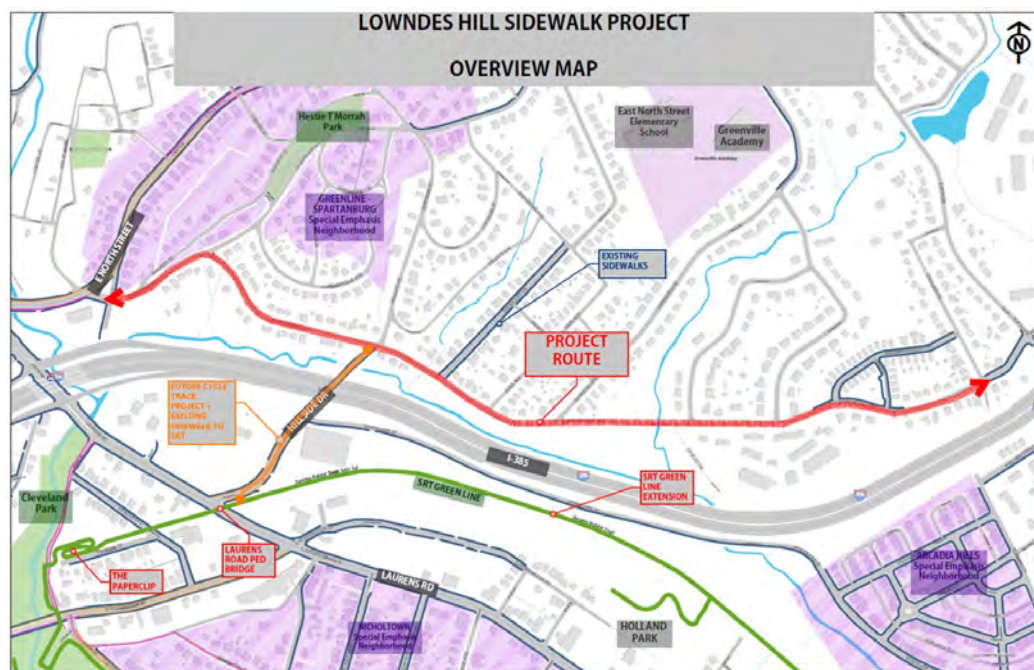
- ▶ The 2021 Investment Infrastructure and Jobs Act (IIJA) will fund TAP through 2026.
- ▶ GPATS has received approximately \$1.2 million each year.
- ▶ TAP funds up to 80% of a projects total cost
 - ▶ 20% **minimum** local match

GPATS TAP Cycle

- ▶ January
 - ▶ Funding allocation announced
 - ▶ GPATS Call for Projects
- ▶ March
 - ▶ Applications are due
 - ▶ Ranking process begins
- ▶ April
 - ▶ Application review by BPCC and Study Team
 - ▶ Study Team recommendation
- ▶ May
 - ▶ Application review and vote by GPATS Policy Committee
 - ▶ Winning projects are moved into the GPATS TIP
- ▶ All application materials can be found on the [GPATS Website](#)

Recently Awarded Project

- ▶ Lowndes Hill Road Sidewalk Project – City of Greenville
- ▶ \$1,358,667 awarded in 2024



Recently Completed Project

- ▶ Haywood Rd Sidewalk Project- City of Greenville
 - ▶ \$400,000 awarded in 2016



MPO Planning Funds (PL)

29

- Unified Planning Work Program (UPWP) allocation
- \$1,078,119 allocation in FY2026
 - ▣ 80% Federal, 20% Local
 - Local is 75% Greenville County, 25% Pickens County
 - \$80,000 provided to (Element 303), who provide the Local Match
- Provides for GPATS Operations: Staff Salaries, Office Equipment, Training & Travel, etc.
- Funds GPATS Plans and Activities within Federal Allowances
- Carryovers – over \$100,000 annually
 - ▣ Banked by GPATS in anticipation of major need (10-year LRTP)
 - ▣ Provided to GPATS Jurisdictions to apply for Special Studies
 - Planning and Analysis only, no Project Implementation
 - Match for Studies provided by Jurisdiction.
 - Requires SCDOT LPA (Local Public Administration) Planning-level Certification from here on out. Staff will provide more details in next Call for Projects.

Special Studies

30



[Home](#) [About GPATS](#) [Horizon2040](#) [Plans](#) [Programs](#) [Traffic Counts Data](#)



YEAR 2010

City of Easley Bicycle and Pedestrian Master Plan ~
Adopted by GPATS Policy Committee 03/15/2010

GCEDC Rail Corridors Alternatives Feasibility Study ~
Adopted by GPATS Policy Committee 06/20/2011

Downtown Fountain Inn Retail Market Assessment

Fountain Inn SC Route 418 Corridor Plan ~
Adopted by GPATS Policy Committee 03/15/2010

YEAR 2011

Fountain Inn Woodside Mill District Study

City of Greenville Bicycle Master Plan ~
Adopted by GPATS Policy Committee 01/24/2011

City of Easley Brushy Creek Greenway Feasibility Study

City of Greenville Connections for Sustainability: Linking
Greenville's Neighborhoods to Jobs and Open Space

Greenville County Recreation: GHS Swamp Rabbit Trail
Impact Study (Year 1)

HWY-153 Plan

YEAR 2012

City of Mauldin Downtown Master Plan

YEAR 2013

Greenville County Recreation GHS Swamp Rabbit
Impact Study Year 2

YEAR 2014

Greenville County Recreation GHS Swamp Rabbit Trail
Impact Study Year 3

City of Easley and City of Pickens Doodle-Line Rail-to-
Trail Feasibility Study

GCEDC Personal Rapid Transit Evaluation

YEAR 2015

City of Greer Downtown Walking and Bicycling Master
Plan

City of Travelers Rest Bicycle Master Plan

Town of Williamston Bicycle and Pedestrian Master Plan

City of Greenville Intersection Safety Analysis

Safety

TIP

UPWP

Safe Routes to
School

Transit

TA Program

6

Lin East Butler Road Corridor Plan

Master Plan

8

2020-2024 Transit Development Plan ~

*GPATS Policy Committee for Informational
Purposes Only 10/15/2018*

GPATS ATN Feasibility Study ~

*Accepted by GPATS Policy Committee for Informational
Purposes Only 10/15/2018*

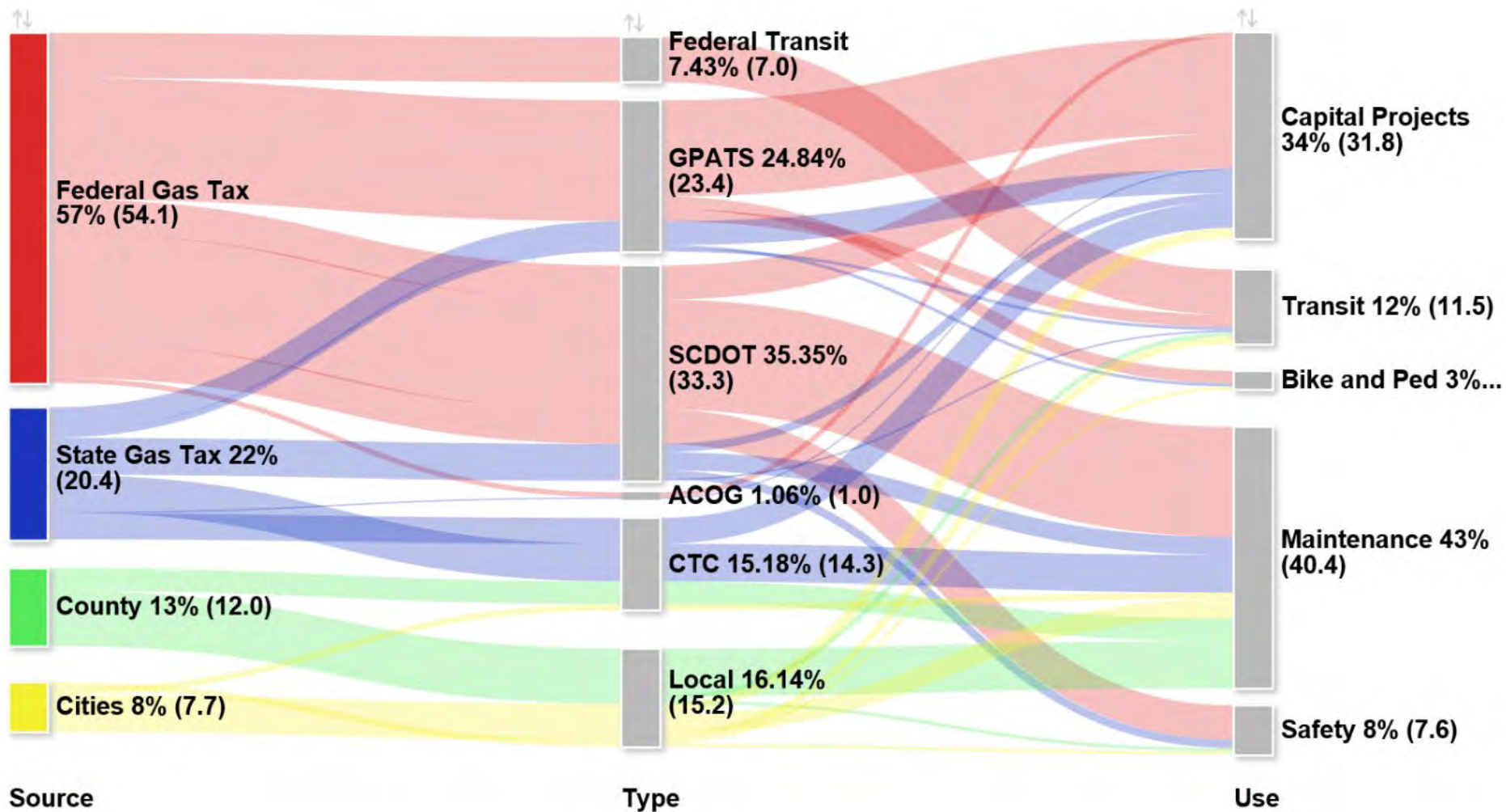
City of Clemson Downtown Corridor Master Plan

YEAR 2019

*Highway SC-14 Corridor Study ~

*Endorsed by GPATS Policy Committee for Informational
Purposes Only 8/19/2019 *No GPATS Funds were used*

Funding Complexity



POLICY COMMITTEE AND STUDY TEAM ROLES AND RESPONSIBILITIES

Policy Committee

2

- 28 Voting Members, 7 Non-Voting Members
 - ▣ Size not regulated other than “Representative of Region”
 - ▣ 8 Legislative Delegates (Gvl-5, Pkn-2, And-1)
 - ▣ 8 County Councilors (Gvl-5, Pkn-2, And-1)
 - ▣ 9 Municipal Mayors (Gvl-6, Pkn-3)
 - ▣ 2 SCDOT Commissioners (Gvl/Sp-1, Pkn/And-1)
 - ▣ 1 Transit Chair (GTA)
- Responsible for carrying out provisions of legislative requirements.
 - ▣ Provides Policy Direction for Planning, Programming, and Implementation of GPATS Plans
 - ▣ Approves or Rejects Projects and Plans for GPATS
 - ▣ Makes Recommendations to Councils, Delegations, State and Federal Departments, and other bodies

Policy Committee

3

- Meets Four times per Year
 - ▣ In 2025: Feb, May, Aug , Oct
 - Agenda Packets mailed/emailed one week in advance
 - ▣ Formal document changes (LRTP, TIP, UPWP, etc.) require 21-day Advertising prior to meeting
- Officers:
 - ▣ Chair: Senator Senator Ross Turner, Greenville County
 - ▣ Vice-Chair: GP McLeer, Mayor of Fountain Inn
 - ▣ Term of Office: 2 years (next election in Feb 2026)
 - ▣ Secretary/Executive Director: Keith Brockington (designee)
- Quorum: A majority of Voting Members (14)

Policy Committee



[About GPATS](#)
[Horizon2045](#)
[Interactive Maps](#)
[Projects](#)
[Plans](#)
[Programs](#)



GPATS Policy Coordinating Committee Members

The Greenville-Pickens Area Transportation Study is overseen by the Policy Coordinating Committee, whose members include 28 elected officials from around the region. This committee meets four times a year to address the transportation plans, projects, issues, and opportunities facing the region.

GPATS By-Laws

PREVIOUS AGENDAS/MEETING MINUTES/PUBLIC NOTICES

GREENVILLE COUNTY LEGISLATIVE DELEGATION

Ross Turner, Senator, District 8 ~ Chairman
Karl B. Allen, Senator, District 7
Jason Elliott, Senator, District 6
Alan Morgan, Representative, District 18
David Vaughan, Representative, District 27

PICKENS COUNTY LEGISLATIVE DELEGATION

Neal Collins, Representative, District 5
Rex Rice, Senator, District 2

ANDERSON COUNTY LEGISLATIVE DELEGATION

Thomas Beach, Representative, District 10

ANDERSON COUNTY COUNCIL

Jimmy Davis, District 6

GREENVILLE COUNTY COUNCIL

Rick Bradley, District 26
Garey Collins, District 27
Curt McGahhey, District 21
Joey Russo, District 17
Liz Seman, District 24

PICKENS COUNTY COUNCIL

Dale Holloway, District 6
Alex Saitta, District 3

MUNICIPAL MAYORS

G.P. McLeer, City of Fountain Inn ~ Vice-Chair
Brandy Amidon, City of Travelers Rest
Rick Danner, City of Greer
Terry Merritt, City of Mauldin
Isaiah Scipio, City of Pickens
Paul Shewmaker, City of Simpsonville
Lisa Talbert, City of Easley
Knox White, City of Greenville
Erica Romo Woods, City of Liberty

SCDOT COMMISSION

Pamela Christopher, District 3
Max Metcalf, District 4

GREENVILLE TRANSIT AUTHORITY

Amanda Warren, Chair, Greenville Transit Authority

NON-VOTING MEMBERS

Steve Bichel, Chair, Greenville County Planning Commission
Keith Brockington, Manager of Transportation Planning, GPATS/Greenville County Planning Department
Duane Greene, Chair, Pickens County Transportation Committee
Dan Harvell, Chair, Anderson County Planning Commission
Ruth Sherlock, Chair, Greenville County Transportation Committee
Gary Stancell, Chair, Pickens County Planning Commission
Ronald P. Townsend, Chair, Anderson County Transportation Committee

Study Team

5

- 70+ Members, including GPATS Staff and Greenville County Administrative Support
- Jurisdictional membership, “representative” of area.
 - Administrators
 - Planners
 - Engineers
 - Public Works
 - Financial
- Technical Committee responsible for supporting and implementing Policy Committee Decisions
 - Provides Updates, Feedback, and Recommendations
 - Resolve Technical Issues ahead of public issuance of Agenda
 - Formal Recommendations (not votes) to Policy Committee on Agenda items for their consideration
- Open-Ended meetings, with any transportation-minded professionals welcome to attend and participate
- Membership may be extended at any time to appropriate professionals

Study Team

6

- Recommendation by Consensus
 - ▣ Study Team does not vote, only provide recommendations.
 - Consensus: Unanimous Support
 - Consensus with Objection: Formal Objection noted to Policy Committee
 - No Consensus: Significant Objection resulting in split recommendation noted to Policy Committee
 - No Recommendation : Issues with Agenda Item resulting in lack of recommendation to Policy Committee
- Meets Four times per Year
 - ▣ Scheduled typically 3-4 weeks prior to PC meetings
 - ▣ In 2025: Jan, April, July, Sept
 - ▣ Agenda Packets emailed in advance

Staff and Management

7

- Greenville County is contracted to Staff GPATS
- Under the Authority of the County Administrator
 - ▣ Deputy Administrator for Public Works, Planning, and Development
 - Planning Director
 - Transportation Planning Manager and Staff
- Support Services from Greenville County
 - ▣ Financial and Procurement Structure
 - ▣ Limited Legal Counsel
 - ▣ Facilities and Meetings
 - ▣ Additional Staff Support
 - ▣ Human Resources

GPATS By-Laws

8

- Establishing Purpose
 - ▣ Authorizations
- Policy Committee and Study Team Makeup
 - ▣ Officers, Terms, Elections
- Meetings
 - ▣ Quorums, Voting, Public Transparency
- Staffing
- Amendments and Redesignation

Regional Coordination

9

- Study Team Sub-Committees
 - ▣ Transit Coordinating Committee
 - ▣ Bicycle and Pedestrian Coordinating Committee
- FHWA/FTA/SCDOT/MPO/COG
 - ▣ Regular coordination on Policy Changes
 - ▣ Periodic Meetings and Conferences
 - ▣ Priority Coordination with SPATS, ANATS, ACOG and SCDOT Districts 2 and 3
 - ▣ State Initiatives (e.g., Ped/Bike Safety Action Plan)
- Ten at the Top/Upstate Mobility Alliance
 - ▣ Regional emphasis on “needle moving” for key mobility, access, and quality of life metrics
- National Level
 - ▣ AMPO Conferences (GPATS attends every 3 years or so)
 - ▣ Federal Initiatives (e.g., FRA SE Regional Rail Plan)

HOW GPATS PROJECTS GET DONE



Abbreviated Process

- Concept/Request
- Long-Range Transportation Plan
- Transportation Improvement Program
- Planning/Feasibility Reports (NEW)
- Preliminary Engineering
- ROW Acquisition
- Construction
- Completion
- Evaluation

Expanded Process

- Concept/Request
 - Identified by SCDOT or other Agencies, Local Request, Travel Model Output, and Public Citizens
- Long-Range Transportation Plan
 - No specific treatment identified, only need and potential course (e.g., Widening, Intersections, Access Management)
 - SC Act 114 and Federal Performance Measure Prioritization
 - Fiscally Constrained to LRTP Horizon Year
 - Vision
 - Supported/Funded by other Agency – Potential to Accelerate
 - Otherwise wait for next LRTP to potentially increase in ranking
- Transportation Improvement Program
 - 2-year update brings in new projects to fill funding (\$58.4 mil total) at BACK end of TIP
 - PE, ROW, and Const. Costs not established or scheduled, only PL
 - Project phasing spread out to have multiple projects in progress, but still results in several year wait.

Expanded Process

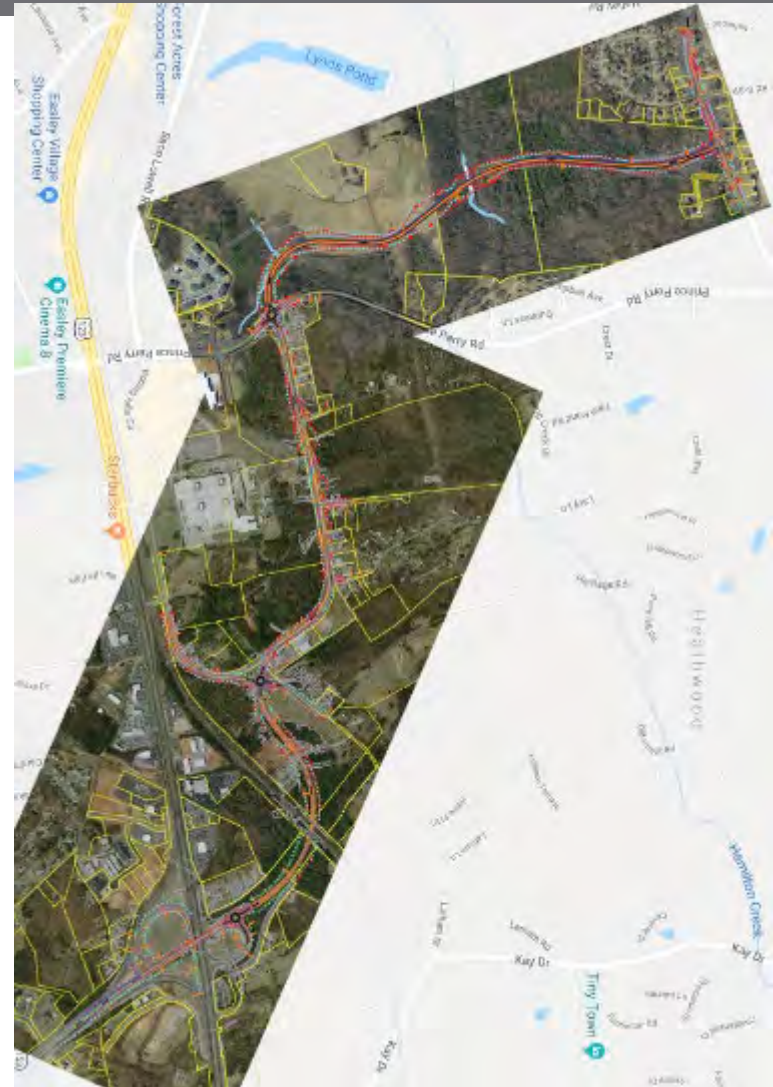
- **Planning/Feasibility Reports (NEW)**
 - Cost taken from PE phase to do 20-30% plans
 - Determine accurate Scope, Cost, and Timeframe for projects
 - Allows MPOs to evaluate project and potentially reject project if too expensive or does not serve the “Purpose and Need”
 - Previously, if project was canceled in PE or beyond, FHWA required payback of spent funding
 - Report defines other phases, which are then programmed into TIP
- **Preliminary Engineering**
 - NEPA – National Environmental Policy Act, studies to prove project will not harm environment, or mitigate impacts – 60-70% Plans
 - Final Design - 100% Plans
- **ROW Acquisition**
 - Development of Plans for property acquisition
 - Negotiations with property owners and purchase under Uniform Act offering Fair Market Value
 - Beginning of Utility Relocations – depending on provider, some costs/relocations may be funded/performed by project.
- **Construction**
 - Let for Bid, low bidder required so long as project will be completed as bid and on schedule
 - Project Updates provided by SCDOT at Study Team and Policy Committee Meetings
- **Completion**
- **Evaluation**
 - Once completed, impacts of project are measured over time and evaluated by SCDOT/MPO for effectiveness and compliance with Federal Performance Measures.

SC-153 Extension, Easley, SC



SC-153 Extension, Easley, SC

- Approx. 2.7 miles long
- 2 lane section, center turn lane, multi-use path
- Includes three new roundabout intersections
- Continuing SC-153 from US-123 to Saluda Dam Rd./Olive St.



Long-Range Transportation Plan Process

- Goals, Objectives, Priorities
 - ▣ Improve Safety
 - ▣ Reduce Congestion
 - ▣ Multimodal
- Public Engagement
- Project Identification
- Travel Model Runs
- External Data
 - ▣ SCDOT (Road characteristics)
 - ▣ SCDPS (Crash data)
 - ▣ SCDNR (Environmental Constraints)
- Projects Ranked, per SC Act 114
 - ▣ Objective Criteria



Long-Range Transportation Plan Process

□ SC-153 Ranking (in 2007)

■ Congestion

- 2005 V/C Ratio: 0.89 – Score: 6
- 2030 V/C Ratio: 1.16 – Score: 10
- 2030 V/C Improved: 1.22
- V/C Improvement: +0.06 – Score: 0

■ Safety

- No significant safety issue - Score: 0
- Improves Multimodal safety – Score: 4

Long-Range Transportation Plan

Process

Project Name	SC 153 Ext	SC 153 Ext
Termini	US 123 to Prince Perry	Prince Perry to Saluda Dam
Project Scope	New 2 lane Primary	New 2 lane Primary
Score Existing Traffic	6	6
Score Future Traffic	8	10
Score V/C Improvement	0	0
Network Connectivity	2	4
System Continuity	0	0
Freight Benefits	4	4
Corridor Safety	0	0
Multimodal Safety	1	4
Access management	0	0
Compact Urban Centers	0	0
Non-Auto Transportation	-2	-3
Environmental Justice	-2	-1
Environmental Natural Features	0	0
Cultural Community Resources	-2	-2
Impact Homes or Businesses	0	-1
Topography	0	-1
Cost per Capacity-Mile	-2	-2
PQI Score	0	0
Dept of Commerce Econ Dev Score	0	0
GPATS Staff Econ Dev Score	5	5
Environmental overall	-4	-4
Environmental SCDOT	1	1
Old Score	13	18
New Score	18	23
New GPATS Rank	30	27

L RTP Document

GPATS

Long Range Transportation Plan

Table 4.1: Street and Highway Improvement Projects

Priority	County	Project Name	Termini	Project Scope	Notes
High	Greenville	N. Buncombe St/SC 101	Wade Hampton (US 29) to Locust Hill (SC 290)	5 lane	
High	Greenville	Roper Mountain Road	Garlington Road to Feaster Road	4 lane with median	Existing commercial, highest traffic volumes in corridor
High	Greenville	SC 14	Belhel Road to Five Forks Rd (SC 296)	5 lane	
High	Pickens	US 123	SC 93 to SC 8	6 lane with median	Restripe existing 72' roadway, access management
High	Greenville	Woodruff Road	Scuffletown Road to Bennetts Bridge (SC 296)	5 lane	
High	Greenville	Roper Mountain Road Ext	Pelham Rd to Roper Mountain Rd	3 lane	
High	Greenville	Roper Mountain Road	Roper Mtn Ext to Garlington Road	Three lane	
High	Greenville	Butler Road	Bridges Rd to Main Street (US 276)	4 lane	Minimize community impacts
High	Greenville	Salters Rd	Sulfur Springs Rd to Verdae Blvd.	4 lane with median	
High	Greenville	Butler Road	Mauldin HS to Bridges Rd	5 lane	Improve Bridges Road approaches
High	Greenville	Batesville Road	The Parkway to Pelham Rd	3 lane	Retain existing I-85 overpass (future new interchange)
High	Greenville	Salters Rd	Millennium Pkwy. to Sulfur Springs Rd	4 lane with median, new I-85 overpass	Landscaped median
High	Greenville	Miller Road	Woodruff Rd to Old Mill Rd	Improved 2 lane	Left turn lanes at major intersections
High	Pickens	US 123	SC 93 to SC 153	6 lane divided	No Right of Way needed
Medium	Greenville	Hudson Road	Pelham Rd to Devenger Rd	3 lane	Fit within existing 60' Right of Way
Medium	Pickens	Powdersville Road	SC 153 to US 123	Improved 2 lane	Left turn lanes at major intersections
Medium	Greenville	Batesville Road	SC 14 to Anderson Ridge	4 lane with median	Realign to west of Wesley UM Church
Medium	Pickens	Saluda Dam/Olive	SC 8 to Prince Perry	3 lane	
Medium	Pickens	US 178	Edgemont Ave to Carolina Drive	3 lane	
Medium	Greenville	Forrester Drive	Bi-Lo Drive to Millennium Parkway	4 lane with median	
Medium	Greenville	Pelham St Ext	SC 14 to I-385 Frontage Road	New 2 lane Secondary	
Medium	Greenville	East Washington St Ext	US 276 to Lowndes Hill Rd	New 2 lane Secondary	
Medium	Greenville	Garlington Road	Woodruff Rd to Roper Mountain Rd	Multilane	Assymetrical four lane (add one southbound lane)
Medium	Anderson, Greenville	SC 153	I-85 to I-185	4 lane divided	
ACOG funds	Pickens	Farrs Bridge Road	Hamburg Road to SC 135	LT lanes at Jim Hunt Rd and Jameson Rd	Left turn lanes at major intersections
Earmarked	Greenville	West Georgia Road	Neely Ferry Rd. to E. Standing Springs Rd	LT lanes McCall Rd. realign Steinhouse	
Low	Pickens	SC 153 Ext	Prince Perry to Saluda Dam	New 2 lane Primary	
Low	Greenville	Vasey View Drive	SC 14 to I-385 Frontage	2 lane Secondary	
ACOG funds	Pickens	Farrs Bridge Road	Groce Road to Hamburg Road	LT lanes at Alex Rd (two locations)	
Low	Pickens	SC 153 Ext	US 123 to Prince Perry	New 2 lane Primary	
Low	Pickens	Lee Road Ext.	McCormick Ave to Second St	New 2 lane Secondary	
Earmarked	Greenville	Fairforest Way	US 276 to Mauldin Road	Widen and Reconstruct to 4 lane with median	
Earmarked	Greenville	West Georgia Road	E. Standing Springs to Rocky Creek Rd	LT lanes N. Moore, Barker, Calgary	Left turn lanes at major intersections
Earmarked	Greenville	West Georgia Road	Riverreen Way to Fork Shoals Road	LT lanes Sullivan, Holcombe, Longstaff	Left turn lanes at major intersections

Long-Range Transportation Plan Results

- 2007 LRTP Document
 - ▣ 14 “Financially Constrained” Corridor Projects
 - ▣ 94 “Vision” Corridor Projects
 - ▣ 100+ Intersection Projects
- Bike and Ped were to be funded with above projects
- Transit and Signals not included
- SC-153 Ext. Phases ranked #30 and #27

Post LRTP

- Once a project is in the LRTP
 - ▣ It sits and waits for its turn
 - ▣ Possibly re-ranked with next LRTP
 - ▣ Hopefully funded into the Transportation Improvement Program
- Transportation Improvement Program (TIP)
 - ▣ Brings Projects from LRTP in Ranking order, per SC Act 114
- After 2007 LRTP Adoption, 2008 TIP Amendment

2008 Transportation Improvement Program

- All prior projects completed by “27-in-7” bond Program (still paying it off)
- 2007 LRTP provided the new projects
 - ▣ SC 183 Intersection Improvements
 - Alex, Jim Hunt, and Jameson Roads
 - ▣ Batesville Road Widening
 - ▣ SC 153 Extension
 - ▣ North Buncombe Rd Widening
 - ▣ Roper Mountain Rd, Phase 1 Widening
 - ▣ Butler Road, Phase 1 Widening
 - ▣ Salters Road, Phase 1 Widening
 - ▣ US 178 Intersection Widening

SC-153 Ext. Journey

- Chosen for TIP, even low ranked, due to regional priority, prior work done, and relative newness of SC-114 (objective criteria has been greatly refined since).
- Original Program
 - ▣ Scope: Extend SC-153, two lanes, to Prince Perry Road
 - Only Phase 1
 - ▣ \$10.025 million
 - Preliminary Engineering, 2010: \$300k
 - Right-of-Way Acquisition, 2011: \$1.7 million
 - Construction, 2011-2012: \$8.025 million
 - ▣ Delay of two years after TIP inclusion before project start
 - SC Act 114: Higher-ranked projects come first

SC-153 Ext. Journey

- Preliminary Engineering (PE) - 2010
 - ▣ National Environmental Policy Act (NEPA) Document
 - Accurate Scope
 - Accurate Costs
 - Preferred Alternatives
 - “Finding of No Significant Impact” (FONSI), or initiate Environmental Impact Assessment (EIS)
 - 60% Plans
- By 2011 TIP Changes (due to NEPA and project complexity)
 - ▣ PE increased to \$2.2 million and extended until 2012
 - ▣ ROW acquisition pushed to 2012-2013
 - ▣ Construction increased to \$3.5 million (from \$2.38m)
 - ▣ Construction expected to begin in 2014
- Result of 2 year delay (Completion in 2013)

SC-153 Ext. Journey

- By June 2013 (new 2014-2019 TIP), SCDOT determined need for PE to bring in Phase 2
 - ▣ Delayed project construction (both phases) to 2016
 - ▣ Phase one cost: \$14.3 million
 - ▣ Phase two cost: \$6.5 million
- January 2015, prior to beginning ROW acquisition, Wetlands Mitigation credits ran out, halting the project until new credits could be banked
 - ▣ July 2017, Corp of Engineers signs permits.

SC-153 Ext. Journey

- ROW Acquisition proceeded during Wetlands Mitigation, completed in July 2017
- Construction
 - ▣ Bids opened in November 2017
 - ▣ Thrift Development as low bidder
- Began construction April 2018, expected completion August 2020 (6-7 years later than initial estimates)
- Substantive Construction Completed ON TIME and UNDER BUDGET

SC-153 Ext. Journey



SC-153 Ext. Journey



SC-153 Ext. Journey

- Original Program (First Phase)
 - ▣ 3-4 Year Project (2010-2013/2014)
 - ▣ \$10.025 million Total Cost
 - \$300k PE
 - \$1.7 mil ROW
 - \$8.025 mil Construction
- Final Program (Both Phases)
 - ▣ 10 Year Project (2010-2020)
 - ▣ \$25.878 million Final Cost
 - \$4.5 mil PE
 - \$2.078 mil ROW
 - \$24 mil Const. (under budget with contract for \$19.3mil)

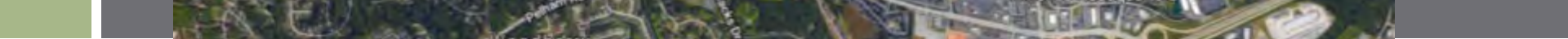
Lessons Learned

- Public Construction Projects will ALWAYS take longer and be more expensive than originally planned
 - SC-153 is TYPICAL
- Local support will yield a better product
- SCDOT is changing process
 - Addition of PL (planning) phase of work prior to PE
 - 20% plans, for accurate scope and costs
 - Reduce the amount of work needed during NEPA
 - Reduce cost overruns, uncertainty
 - PE, ROW, Const. not programmed in TIP until PL phase is complete with “Feasibility Study” report
 - CAN result in project being scrapped completely
- **Once Federal Funding is spent, project must be completed....or monies must be repaid.**

Lessons Learned

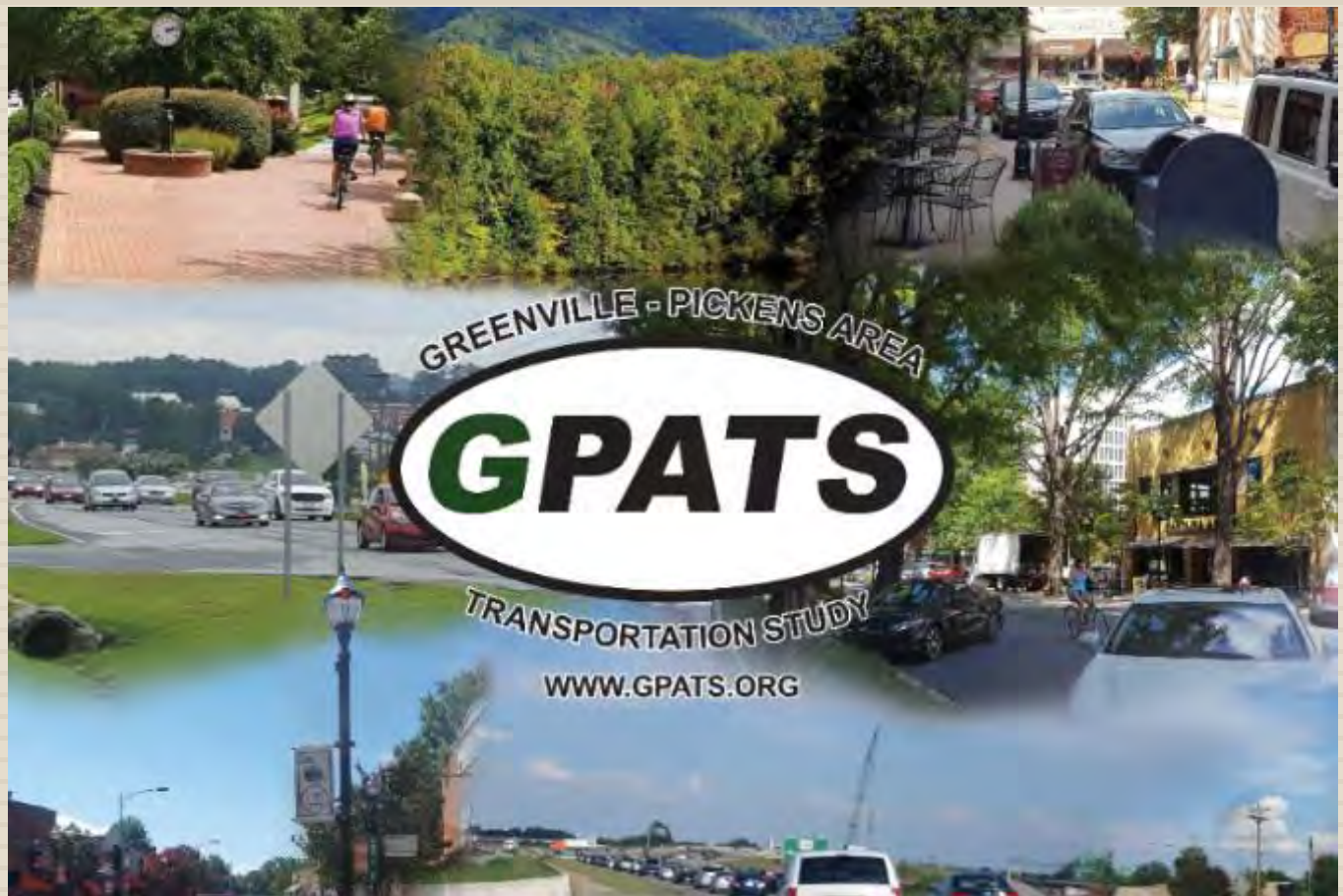


- Woodruff Road Congestion Relief
- www.fixwoodruffroad.com
- Initial cost: \$30 mil
- Programmed cost: \$42 mil
- NEPA cost: \$121 mil (Alt 6C)
- Current Cost: \$128 mil



Lessons Learned

GUIDESHARE PROJECTS CONTINUED													
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.													
P03553	3	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P		10,400 R		4,300 C 27,000 C-ACC	10,000 C-ACC	17,000 C-ACC		\$35,900		SYBGP
P03554	11	BATESVILLE ROAD (S-164) PHASE II DELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P			1,900 R	2,300 C 8,500 C-ACC	8,500 C-ACC			\$12,900	ON HOLD	SYBGP
P03673		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULT-USE PATH)	4,500 R		8,750 R 24,467 R-ACC	11,487 R-ACC	11,487 R-ACC	11,487 R-ACC			\$43,711	76,000	SYBGP
P039214		CARLINGTON ROAD FROM SC 146 TO DELHAM ROAD		300 PL									SYBGP
P039215		US-204MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)						500 PL			\$500		SYBGP
P039216		CRONE ROAD FROM US 25 TO W. FAIRIS ROAD (SCOPE TBD)					500 PL				\$500		SYBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE DIVIDED WITH BIKE LANE AND SIDEWALKS BOTH SIDES)							40 PL		\$40		SYBGP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)					60 PL				\$60		SYBGP
	5	WAGE HAMPTON FROM PINE KNOLL DR TO REID'S SCHOOL RD							200 PL				SYBGP
P041914		SC-296 REIDVILLE ROAD SC-296 TO SC-146 (WOODRUFF ROAD)			100 PL						\$100		STATE STREET
		SC-133 FAIRB'S BRIDGE ROAD SC-133 TO US-25 (WHITE HORSE ROAD) WIDENING (SCOPE TBD)				3,000 P			5,000 R			\$20,000	SYBGP SC 116 / PICKENS COUNTY
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
376B0R001		WOODRUFF RD/38 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										SYBGP
376B0R001		WOODRUFF RD (SC 146) AND CARLINGTON/MILLER***	1,781 P										SYBGP
	2	HAYWOOD ROAD AND DELHAM ROAD			250 PL	TBD	TBD				\$250		SYBGP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD			250 PL	TBD	TBD				\$250		SYBGP
	4	WHITEHORSE RD / W. BLUE RIDGE RD					25 PL	TBD			\$25		SYBGP
	4	E. BLUE RIDGE CR / STATE PARK RD AND POWISSETT HWY					35 PL	TBD			\$35		SYBGP
	4	LAURENS RD / WOODRUFF RD							50 PL	TBD	\$50		
	7	RUTHERFORD RD / JAMES ST AND W. EARLE ST							50 PL	TBD	\$50		
	9	SC-8 / MURRAY ST							50 PL	TBD	\$50		



Q&A | Discussion

Thank you for your Attendance today!

www.gpats.org

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