



Fiscal Year 2018 - 2023 Transportation Improvement Program



Greenville-Pickens Area Transportation Study

Prepared by GPATS Staff

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Table of Contents

Introduction	1
Process	3
Products	5
Transportation Improvement Program (TIP)	5
Long Range Transportation Plan (LRTP)	5
Unified Planning Work Program (UPWP)	5
Public Involvement.....	6
Funding.....	7
Guideshare Funds.....	7
Exempt Projects.....	7
State Infrastructure Bank Projects	8
Federal Transit Administration Projects.....	9
TIP Amendment Process	10
Minor Amendment.....	11
Certification	13
GPATS Transportation Improvement Program Financial Statement.....	14
Guideshare Program	21
Project Acceleration Program	22
Project: Debt Service	23
GPATS Guideshare Highway Projects	24
Project: North Buncombe Road (SC 101/SC 290) from Wade Hampton Blvd (US 29) to Locust Hill Road.....	25
Project: Roper Mountain Road (S-548) from Garlington Road to Feaster Road	26
Project: Butler Road (S-107) from Mauldin High School to Bridges Road.....	27
Project: Farris Bridge Road (SC 183) Improvements, between SC 135 and Saluda River.....	28
Project: Batesville Road (S-164), from SC 14 to Roper Mountain Rd	29
Project: SC 153 Extension, US 123 to Prince Perry Road, Phase 1	30
Project: SC 153 Extension, Prince Perry Road to Saluda Dam Rd, Phase 2	31
Project: Salters Road, Phase 1 & 2, from Verdae Blvd. to Millennium Blvd.....	32
Project: Woodruff Rd. from Scuffletown Rd to Bennetts Bridge Rd	33
Project: Roper Mountain Extension from Pelham Road to Roper Mountain Road	34
Project: Roper Mountain Road from Roper Mountain Extension to Garlington Road	35

Project: Butler Road from Bridges Road to US 276	36
Project: Batesville Road from Pelham Road to The Parkway	37
Project: Woodruff Road Parallel.....	38
Project: SC-153 Improvements from I-85 to SC-123	39
Guideshare Intersection Improvements	40
<i>SC 101 at Few’s Chapel Road</i>	41
<i>Woodruff Road (SC 146) at I-85 Interchange</i>	41
<i>Woodruff Road (SC 146) at Miller Road/Garlington Road</i>	42
<i>Locust Hill Road (SC 290) at Mountain View Road (SC 253)</i>	42
<i>US 178 and SC 93 (Liberty)</i>	43
<i>Brushy Creek Road at Strange Road (Eastside High School, Taylors)</i>	43
<i>Ann Street (US 178) at Jones Street</i>	44
Guideshare Traffic Signal Retiming Corridors	46
Non-Guideshare (Other Exempt Projects)	47
Project: Greenville County Poinsett Corridor Pedestrian and Lighting.....	48
Project: Hampton Ave Bridge over Norfolk Southern Railroad (Pedestrian Bridge).....	49
Project: CU-ICAR and Fairforest Way	50
Project: 1. I-385 @ Fairview Rd Interchange	51
Project: Bridge US-29 at S-23-75 – Greenville.....	52
Project: Bridge Us-29 at US-29 - Anderson	53
Project: Bridge S-4-75 at US-29 - Anderson	54
Project: Bridge S-39-267 at 12 Mile Creek - Pkns.....	55
Project: Bridge S-23-164 at Enoree River - Grvl	56
Project: Bridge S-42-75 at Tyger River - Spbg.....	57
Project: Bridge S-42-75 at Resin Creek - Spbg.....	58
Project: Bridge S-23-272 at Reedt - Grvl	59
Projects SCDOT FY2018 Safety Program:	60
S-23-920 (Old Rutherford Rd) at Old Greer Town Road.....	60
S-23-132 (Old Hunts Bridge Rd).....	60
S-23-159 (Garrison Rd)	60
S-23-22 (State Park Rd).....	60
S-23-279 (Reid School Rd)	60
S-23-310 (Crestwood Rd)	60

S-23-543 (Fairview St Ext/Greenpond Rd).....	60
S-23-84 (Standing Springs Rd)	60
S-23-139 (Thomas Mill Rd)	60
S-23-140 (Winding Creek Rd)	60
Project: I-85 (Widening From SC-153 to Near SC-85).....	61
Federal Transit Administration (FTA) Apportionments	62
Transit Projects Funded through FTA Apportionment	63
Transportation Alternatives Program	65

Introduction

The Greenville-Pickens Area Transportation Study (GPATS) is the Metropolitan Planning Organization (MPO) for the Greenville urbanized area. GPATS serves parts of five counties: Greenville, Pickens, Anderson, Spartanburg, and Laurens (see Map on following page).

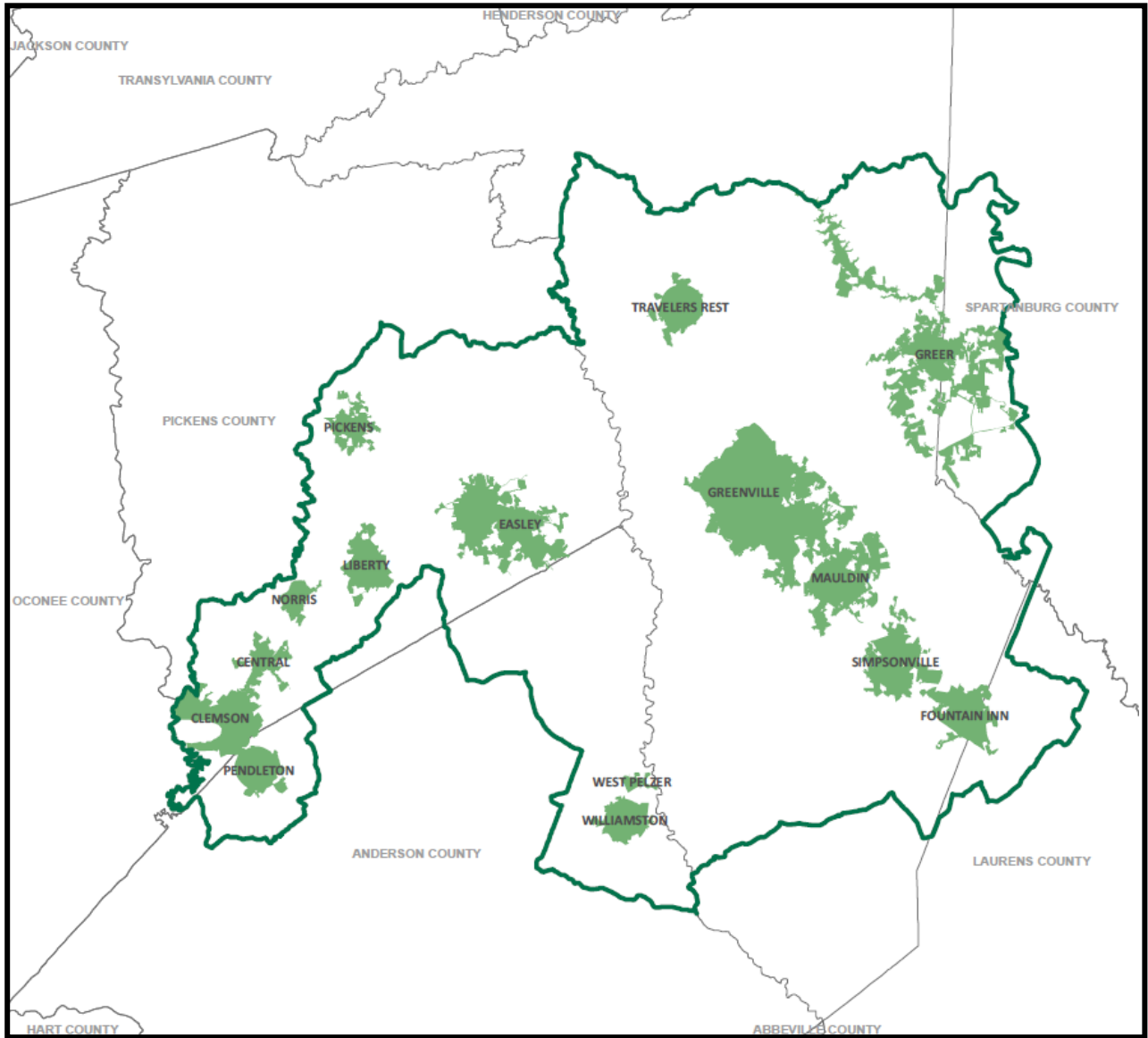
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal funding for transportation projects.

Three major products developed by GPATS are a Transportation Improvements Program (TIP), a Long Range Transportation Plan (LRTP), and a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The TIP is a short-range program that schedules projects to be funded in the next six years, and indicates project priorities. Projects move from the LRTP to the TIP based on the priorities established in the LRTP. The TIP includes only those projects for which funding is available, and a project cannot be included in the TIP unless it is in the LRTP. The TIP draws projects from all of the various components of the LRTP and schedules them for implementation.

Projects included in the GPATS TIP are scheduled for implementation over FY 2014-2019. When projects are added to the TIP, they are prioritized based on area-wide needs and in accordance with SC Act 114. Project priorities result from the placement of the project in the long-range plan, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from pre-construction activities, right of way acquisition, and construction. Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins.

GPATS Study Area



Counties

Greenville County
Pickens County
Anderson County
Spartanburg County
Laurens County

Municipalities

Greenville
Greer
Mauldin
Simpsonville
Fountain Inn
Traveler's Rest

Easley
Clemson
Central
Pickens
Liberty
Norris
Pendleton
Williamston
West Pelzer
Pelzer

Process

GPATS is composed of three committees: a Policy Committee, Study Team and Transit Coordinating Committee that administers the planning activities and review MPO programs and projects. The transportation planning staff also attends or is involved with other municipal boards, commissions and resource agencies.

The Policy Committee is the decision-making body that ultimately approves plans, projects, and funding. The Policy Committee consists of 29 voting members; 26 are city, county, and state elected officials, two are SCDOT transportation commissioners who represent the GPATS area, and one is the chair of the Greenville Transit Authority. Ex-officio members of the Policy Committee include county planning directors, Commissioners, and CTC Chairs. Policy Committee members are listed below.

Representation	Name
Greenville County Council	Herman G. (Butch) Kirven (Chair)
Pickens Legislative Delegation	Sen. Rex Rice (Vice-Chair)
Greenville Legislative Delegation	Sen. Karl B. Allen
Greenville Legislative Delegation	Rep Mike Burns
Greenville Legislative Delegation	Rep. Dan Hamilton
Greenville Legislative Delegation	Rep. Dwight Loftis
Greenville Legislative Delegation	Rep. Gary Smith
Greenville County Council	Rick Roberts
Greenville County Council	Xanthene Norris
Greenville County Council	Willis Meadows
Greenville County Council	Fred Payne
Mayor of Greenville	Knox White
Mayor of Greer	Rick Danner
Mayor of Simpsonville	Janice Curtis
Mayor of Mauldin	Dennis Raines
Mayor of Travelers Rest	Wayne McCall
Mayor of Fountain Inn	Sam Lee
Pickens Legislative Delegation	Rep. Neal Collins
Pickens County Council	Roy Costner
Pickens County Council	Carl Hudson
Mayor of Easley	Larry Bagwell
Mayor of Pickens	David Owens
Mayor of Clemson	J.C. Cook
Mayor of Liberty	Eric Boughman
Anderson Legislative Delegation	Sen. Michael Gambrell
Mayor of Williamston	Mack Durham
SCDOT Commissioner, District 3	Ben Davis
SCDOT Commissioner, District 4	Woody Willard
Greenville Transit Authority Board Chair	Addy Matney

The Study Team develops and reviews planning documents, projects, and plans, and makes recommendations to the Policy Committee. The Study Team consists of the technical staff from city and county governments, Greenville Transit Authority (GTA), Appalachian COG, SCDOT, FHWA and FTA. Staff from other resource agencies -- including the S.C. Department of Health and Environmental Control Bureau of Air Quality, and the U.S. Environmental Protection Agency – is involved in Study Team meetings on an as-needed basis.

The Transit Coordinating Committee meets to discuss, coordinate, and recommend transit projects and policies for GPATS. Members include staff from GPATS, GTA/Greenlink, CAT, Clemson University, and jurisdictions served by transit.

Products

Transportation Improvement Program (TIP)

The TIP is developed every two years, and allows local and state officials to set priorities for spending federal highway and transit funds available to the GPATS region. The TIP is developed cooperatively with South Carolina Department of Transportation. Projects cannot be placed in the TIP unless they are first included in the LRTP. Once the TIP is approved by GPATS Policy Committee and the South Carolina Transportation Commission, the TIP is submitted to FHWA and FTA for review.

The priority of the projects in the TIP is established through consultation between the Study Team and Policy Committee. The Study Team ranks projects based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure. The Policy Committee may adjust and modify the Study Team recommendations based on policy considerations and available funding.

Long Range Transportation Plan (LRTP)

The LRTP describes the policies, strategies, and facilities proposed for construction in the metropolitan planning area during the next 25 years. The LRTP recommends transportation projects that will provide for the transportation needs of the area. The plan includes a listing of all transportation projects that can be built with the federal, state, and local funding that is expected to be available.

The LRTP includes highway construction projects, congestion management projects, freight-related projects, public transportation projects, and bicycle and pedestrian projects. Projects are evaluated and ranked based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure.

Unified Planning Work Program (UPWP)

The UPWP is the element of the planning process that identifies the planning activities to be completed by GPATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for funding. The GPATS UPWP is updated annually.

Public Involvement

GPATS follows a Participation Plan that details the approach, and framework to the public involvement process, and activities that are followed to ensure full and effective public engagement in the planning process. A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans, and public hearings.

Funding

GPATS projects are funded through federal and state transportation funds. Several sources of funds are involved in projects that appear in the TIP.

Guideshare Funds

Funds for road improvements are allocated by SCDOT through the Guideshare Program. The S.C. Transportation Commission sets aside approximately \$104 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's eleven MPOs and Councils of Governments based on population and vehicle miles of travel in each region. The Guideshare sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Guideshare apportionment.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing a road. However, minor maintenance activities such as patching potholes are not funded through GPATS, but are handled directly by SCDOT maintenance units.

GPATS' apportionment from the Guideshare Program is \$18.078 million annually. Of this amount, approximately \$3.8 million per year is devoted to debt service. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan. Debt service payments will continue through 2022 to retire the bonds that were issued to fund the accelerated construction program.

Exempt Projects

Projects that are funded on a statewide basis, through other federal programs, or through Congressional Earmarks are listed in the TIP as "Projects Exempt from Guideshare," which means the projects are funded through other sources. Most of these projects are on the Interstate Highway System; SCDOT identifies and funds Interstate projects through a statewide system and advises each MPO and COG of Interstate projects to be funded. Bridge replacement projects, resurfacing projects, safety projects, and other statewide programs are also listed here.

The Recreational Trails Program (RTP) is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

Transportation Alternative Program Projects

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) Highway Authorization Bill. The former Transportation Enhancement Program, created by ISTEA, was rebranded as the Transportation Alternative Program, or TAP, to maintain a level of funding for projects that had frequently been left out of highway improvement plans in past years. Three specific activities are permitted for use of TAP funding by SCDOT, as detailed below. All projects must have a clear relationship to transportation, and not merely beautification or recreation. More information is available on the internet at www.enhancements.org.

Eligible TAP Activities include:

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.

State Infrastructure Bank Projects

Section 350 of the National Highway System Designation Act of 1995 (NHS Act) (Public Law 104-59) authorized the U.S. Department of Transportation (U.S. DOT) to establish the State Infrastructure Bank (SIB) Pilot Program. A SIB is a revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are

designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments. Under the initial SIB Pilot Program, ten states were authorized to establish SIBs.

The General Assembly of the State during its 1997 session enacted Act No. 148 which created the South Carolina Transportation Infrastructure Bank (SCTIB) to select and assist in financing major qualified projects by providing loans and other financial assistance to government units and private entities for constructing and improving highway and transportation facilities necessary for public purposes including economic development.

The major sources of revenue for South Carolina SIB include \$66 million from the State General Fund as a one-time source of capitalization and state recurring monies which include a share of a one-cent per gallon gas tax (approximately \$22 million annually) and truck registration fees (approximately \$53 million annually). Other sources include contributions from the borrowers who have received SIB funding in the form of loan repayments and additional contributions from SCDOT.

Federal Transit Administration Projects

Federal Transit Administration (FTA) funds are allocated based on Urbanized Areas. As a large (over 200,000 populations) Urbanized Area, Greenville receives a direct apportionment of funding from FTA through the Greenville Transit Authority (GTA) d.b.a. Greenlink. Mauldin-Simpsonville is a separate small Urbanized Area (under 200,000 population) and its funding is apportioned to the state in a “Governor’s Apportionment”, and the state determines how to distribute funds from the Governor’s Apportionment.

Urban funding is available in Section 5307 and 5340, which can be used for capital (e.g. purchasing buses, bus stop shelters, construction of facilities) and some maintenance activities. Small Urbanized Areas can also use 5307 funds to cover up to 50 percent of the net operating expenses of the transit system. Without a dedicated local funding source to help offset federal subsidies expanding or improving the system is not an option.

FTA Section 5303 funds are combined with FHWA PL funds through a consolidated grant with the SCDOT which are administered by GPATS and can be used only for planning activities, which may include salaries for staff planners or consultant studies. Greenlink Transit is provided funding to carry out transit planning functions related to operations and systems planning, NTD Reporting and other FTA reviews or grant requirements.

TIP Amendment Process

From time to time, circumstances dictate that changes be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. These changes, or amendments, are not routine. GPATS will consider such amendments when the circumstances prompting the change are compelling.

Proposed changes will be reviewed by GPATS staff before any actions are considered. All changes must follow GPATS policies on the Public Participation Plan. Changes must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal requirements. Proposed additions or changes to projects must also be consistent with the rules of the particular funding program under which the funding was authorized.

GPATS may receive an amendment request to fund a new project during the two-year TIP cycle. For example, during a current TIP cycle, project applications may be solicited for Federal Transit Administration (FTA) Section 5316 and Section 5317 funding. Once new projects proposed for funding are identified, and the funding committed, staff initiates the process to amend the projects and project funding in the TIP. All rules for amending new projects in the TIP are followed (Public involvement process, Title VI requirements, LRTP consistency, financial constraint, etc.).

When GPATS is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If GPATS is aware of new funding (i.e. Federal earmarks, one-time state funding programs, etc), staff may alert sponsors of the funding commitment and request that an amendment be initiated. However, generally it is up to the project sponsor to initiate amendment requests to add new funding, or make necessary adjustments to project scope, cost, and schedule, as conditions warrant. All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the TIP. These projects may be added to the TIP at any time, as long as procedures for doing so are consistent with federal requirements for TIP development and approval.

Types of TIP Amendments

Federal and State policies distinguish between two types of TIP amendments: Minor Amendments and Major Amendments. These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal, state, and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires a Major Amendment, whereas minor changes in fund sources, description, lead agency, project limits, etc. may be processed through minor amendments.

Major Amendments must be approved by the Policy Committee, the SCDOT, FHWA, and FTA. Approval of minor amendments has been delegated to the SCDOT Office of Planning. Proposed amendments to the TIP must be developed in accordance with the provisions of 23 CFR 450.326, 23 CFR 450.328, and/or 23 CFR 450.216, and approved by the federal agencies in accordance with 23 CFR 450.220. In general terms, these regulations state that the TIP may be modified at any time in a manner that is consistent with the procedures agreed to by the cooperating parties for developing the TIP. All other federal requirements concerning the development, public involvement, and federal agencies approval of the TIP must be executed in accordance with in 23

CFR Part 450. Regardless of the type of change, all modifications must be consistent with the LRTP, must maintain the financial constraint of the TIP, and must be consistent with federal Title VI requirements.

Minor Amendment

Minor Amendments are changes that revise project descriptions and funding source. Other types of changes that can be made through a Minor Amendment are changes to a project's lead agency, changes that split or combine more than one project, and changes to required information for grouped project listings. They take about 30 days to process and need to be approved by the the SCDOT Office of Statewide Planning. The following changes may be made through a Minor Amendment, as long as the change occurs within the approved timeframe of the TIP, and maintain the financial constraint of the TIP:

- Change in project sponsor or implementing agency
- Splitting or combining projects
- Adding a prior phase to a programmed project. A TIP adjustment to reflect the addition of a previous phase of a project, such as the inclusion of right-of-way, does not require formal GPATS Policy Committee approval
- Moving programmed funds between programmed projects. A TIP adjustment to reflect additional project costs covered by shifting funds from one project to another does not require formal MPO Policy Committee approval. However, caution should be used not to reduce funding from one project to the extent that the stability of that project would be affected
- Moving a project from year to year within a TIP period provided that the move does not cross an Air Quality Horizon year (as applicable)
- Changing a project description that does not change the Air Quality Conformity finding (as applicable), change the intend scope of the project, or does not necessitate revising the NEPA documentation or will not alter the NEPA determination
- A TIP adjustment to reflect a project's start or completion date within a five (5) year allotted time frame does not require formal MPO Policy Committee approval

Federal public involvement procedures required by 23 CFR 450.316 is not necessary for minor changes.

Major Amendment

Major Amendments are changes other than minor amendments as described. Major amendments usually take about 60 days to process and need to be approved by the GPATS Policy Committee, SCDOT, FHWA, and FTA. Adding or deleting a project or changes in funding is considered a major amendment.

All changes that do not fall within the category of a minor amendment are processed as major amendments. The following changes are examples of changes made through a Major Amendment:

- Adding a new project or deleting a programmed project from the five-year period of the TIP
- Adding new, un-programmed funds regardless of the source

- A major change of project scope, such as a change that is inconsistent with the NEPA documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity findings (as applicable)
- Any change requiring a new regional air quality conformity finding (as applicable)
- A greater than 10 percent cost increase in a phase of a project listed in the current TIP
- Moving a project from year to year within a TIP period if the move crosses an Air Quality Horizon Year (as applicable)

These amendment classifications and procedures are consistent with the Statewide TIP Guidelines promulgated by SCDOT, FHWA, and FTA. It is intended that the GPATS TIP Amendment Process and Procedures follow, and adhere to the provisions of the Statewide TIP Guidelines. Once staff receives a request for a TIP amendment/ adjustment either from a local jurisdiction, transit provider, or through SCDOT, GPATS staff determines if the change is a minor or major amendment. If a major amendment is warranted, GPATS will advertise the TIP change on its website and in the local newspapers for public comment at the Policy Committee meetings. If the amendment is approved, staff will then forward the TIP to SCDOT to have included into the STIP. If there is an objection, either by the general public, or by the Policy Committee, GPATS staff will take the appropriate action regarding the comments.

If the change is a minor amendment, GPATS will provide SCDOT with the appropriate documentation to make the adjustment and SCDOT will forward it onto FHWA/FTA. Requests concerning these changes must come from the SCDOT in writing. The implementing jurisdiction or agency and the staff of GPATS must concur in the need for the change and in its likely beneficial effect on the implementation of the project.

Certification

Pursuant to [23 U.S.C. 134 \(i\)\(5\)](#) and 49 U.S.C. 1607, the [Federal Highway Administration \(FHWA\)](#) and the [Federal Transit Administration \(FTA\)](#) must jointly certify the metropolitan transportation planning processes in Transportation Management Areas (TMA) at least every three years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, review of planning documents (in advance of and during the site visit), and preparation of a report, which summarizes the review and offers findings. The reviews focus on compliance with federal regulations and the challenges, successes, and experiences of the cooperative relationship between the MPO, State DOT, and transit operator in the conduct of the metropolitan planning process. Joint FHWA and FTA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (TP), Metropolitan and Statewide Transportation Improvement Program findings, air quality conformity determinations, (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA and FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the planning Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the "finding" of the Certification Review, in fact, is based upon the cumulative findings of the entire review effort. The review process is individually tailored to focus on topics of significance in each metropolitan planning area (MPA). The Certification Review Summary Report and final actions are the joint responsibility of the appropriate FHWA and FTA field offices and content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal "findings" of the review. An annual self-certification process, which certifies that the planning process complies with federal requirements, is included in the UPWP, which is adopted annually.

GPATS Transportation Improvement Program Financial Statement

The following tables comprise the Financial Statement of the GPATS 5-year TIP. Each project in this statement is consistent with the GPATS Long-Range Transportation Plan, and has been vetted by GPATS Staff and SCDOT for financial viability.

Following the Financial Statement, each program and the projects therein are described in detail. More information on each TIP project may be found by visiting www.gpats.org, or by contacting the GPATS Staff.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2018-2023 FINANCIAL STATEMENT

Amendment Version AC#0

TIP Approved 6/19/2017 | AC#0 Approved 8/22/2017

(COST IN THOUSANDS)	TIP										TIP COST (2018-2023)	
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023					
GUIDESHARE ALLOCATION	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$108,468
DEBT SERVICE	(\$3,571)	(\$3,519)	(\$3,465)	(\$2,402)	(\$2,407)	(\$420)	(\$420)	(\$420)	(\$420)	(\$420)	(\$420)	(\$12,531)
SCOOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)
ALLOCATION AVAILABLE FOR PROJECTS	\$14,357	\$14,410	\$14,463	\$15,526	\$15,521	\$17,508	\$17,508	\$17,508	\$17,508	\$17,508	\$17,508	\$94,537
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$19,184	\$14,441	\$0	\$0	\$0	\$311	\$0	\$0	\$0	\$0	\$0	\$0
GUIDESHARE SUBTOTALS	(\$19,100)	\$35,850	\$20,800	\$8,900	\$8,500	\$18,500	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	(\$105,550)
SCOOT GUIDESHARE ADVANCEMENT	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$5,999	\$59,991
GUIDESHARE PAYBACK												
BALANCE	19,184	0	0	0	311	0	0	0	0	0	0	3,828

FY18-23 GUIDESHARE SUMMARY	
REVENUES	\$108,468
CARRYOVER	\$19,184
EXPENDITURES	(\$105,550)
DEBT	(\$12,531)
OTHER	(\$900)
BALANCE	\$3,828

* AMOUNTS SHOWN IN TABLE ARE NON-GUIDESHARE FUNDS

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	TIP							REMAINING			
				FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP COST (2018-2023)	FUNDING COST (2024+)		
		DEBT SERVICE	\$ 56,494	\$3,571	\$3,518	\$3,465	\$2,402	\$2,407	\$420	\$420	\$420	\$12,531	STP	
3768RD	1	NORTH BUNCOMBE RD (SC 101 (SC 290) FROM WAGE HAMPTON (US 29) TO LOGG HILL (SC 290) (FIVE LANES WITH BIKE LANES)	700 P 300 R 5,190 C										Complete	STP
3828RD	2	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASITER ROAD (THREE LANES WITH BIKE LANES AND SIDEWALKS)	450 P 625 R 6,933 C										Complete	STP
3811RD	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN AND SIDEWALKS)	300 P 199 R 1,999 C										Complete	STP
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates														
3772RD	2529	SC 183 INTERSECTION IMPROVEMENTS ALEY RD	1,548										Fully	STP
3773RD		JAY BLVD	7,013										Coagulated	
3772RD		JAY BLVD	109 R											
3766RD	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PEL-HAM FALLS DRIVE)	1,450 P 2,200 P/R	200 P								\$13,000	STP	
3509RD	27	SC 183 EXTENSION US 123 TO SALLUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	4,500 P 2,078 R		6,500 C							\$12,600	Safety STP	
3812RD	912	SALTERS ROAD - PHASE 1 & 2 VERDAE BLVD. TO MILLENIUM BLVD. (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)	1,500 P 1,128 R 10,000 C 3,500 C 7,500 C	11,400 C									Fully	STP
3960RD	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	750 P 1,500 R	4,500 C									Fully	HCS/M Local STP

Completed Projects

CHANGES FROM PREVIOUS HIGHLIGHTED													
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE													
* - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY													
** - ENVIRONMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Visible to Motorists)													
*** - Projects to be merged with I-85 @ I-86 Design/Build													
**** - Projects may be combined for cost saving, if possible.													

GPATS FINANCIAL STATEMENT (CONT)

Non-Guideshare Projects													
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2017	TIP						REMAINING COST (2024+)	FUNDING		
				FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			TIP COST (2018-2023)	
	NON-GUIDESHARE PROJECTS												
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING		500										ARC See TAP Section Greenville Co
	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)	250 P 100 R 1,150 C	1,245 2,255										APPALACHIAN REG GLDTC GREENVILLE CO APPALACHIAN REG.
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C											EARMARK
	CLUCHAR AND FAIRFOREST WAY	1,623	1,600 C										EARMARK
	I-385 @ FAIRVIEW ROAD INTERCHANGE	1,400			373 P								EARMARK
	WEST GEORGIA WIDENING FROM NEELEY FERRY TO FORK 3												EARMARK FED LIM 3,072
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998										Fully Obligated	EARMARK FED LIM 1,000
2015	SC-153 I-85 TO PICKENS COUNTY	3,860											RECON BREHAB
2015	SC-153 SOUTH OF I-85 TO I-85	↓											RECON BREHAB
2015	SC-101 S-109 TO CLERMONT	6,813											RECON BREHAB
2015	SC-418 S-146 TO FAIRVIEW												RECON BREHAB
2015	SC-418 S-55 TO BRASHER												RECON BREHAB
2015	S-23-173 CUMMINGS LANE TO US-25	↓											RECON BREHAB
2015	S-23-255 SC-101 TO CL@SC-14	↓											RECON BREHAB
2015	SC-418 GREENVILLE COUNTY TO S-35-704	1,967											RECON BREHAB
2015	S-30-76 GREENVILLE COUNTY TO US-76	273											RECON BREHAB
2015	S-39-221 SC-138 TO S-39-36	2,536											RECON BREHAB
2015	S-39-18 SC-88 TO S-39-18	251											RECON BREHAB
2015	S-39-203 S-39-203 TO S-39-56	↓											RECON BREHAB
2016	US-76 - PICKENS CO TO MAYS	5,881 *											RECON BREHAB
2016	US-178 - I-85 NB/ SB RAMPS	Anderson											RECON BREHAB
2016	US-178 - NEAR S-29 TO NEAR I-85 NB	Anderson											RECON BREHAB
2016	S-4-77 - US-29 TO BELTON DR	1,647 *											RECON BREHAB
2016	S-4-1096 - SC-187 TO TWIN LAKES RD	Anderson											RECON BREHAB
2016	SC-28 - US-76 TO PICKENS CO	Anderson											RECON BREHAB
2016	SC-66 - NEAR I-85 TO GREENVILLE CO	Anderson											RECON BREHAB
2016	S-23-22 - NEAR US-25 TO SANDY FLAT	↓											RECON BREHAB
2016	S-23-52 - S-70 TO S-8	10,145 *											RECON BREHAB
2016	S-23-104 - HWY 85 DR TO NEAR S-133												RECON BREHAB
2016	S-23-170 - OLD BUNCOMBE TO US-25												RECON BREHAB
2016	S-23-170 - NEAR US-23 TO US-25												RECON BREHAB
2016	SC-253 - CONERT TO REID SCH RD												RECON BREHAB
2016	SC-288 - PICKENS CO TO US-276	↓											RECON BREHAB
2016	S-23-21 - NEAR W GA TO WHITEHORSE EXIT												RECON BREHAB
2016	S-23-21 - US-29 TO US-276	2,269 *											RECON BREHAB
2016	S-23-930 - SC-290 TO MILFORD CH RD												RECON BREHAB
2016	SC-233 - SC BRACKEN TO WHITEHORSE												RECON BREHAB
2016	SC-233 - SC 234 TO CONE ST												RECON BREHAB
2016	SC-251 - EDWARDS TO PINET MTN												RECON BREHAB
2016	SC-251 - PINET MTN TO STATE PARK												RECON BREHAB

Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2014	FY 2015	FY 2016	FY 2017	Current FTA Funding Year					TIP (Extrapolated)					FUNDING		
						2017*	2018	2019	2020	2021	2022	2023						
	GREENVILLE URBANIZED AREA (CA)	3,438	3,052	2,887	3,087	12,464												FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,301	2,070	1,935	2,192	8,499												
	- Capital	143	143	143	411	1,637												
	- Operating	1,062	1,000	1,000	451	2,652												
	GREENVILLE URBANIZED AREA (CA)	1,165	1,067	1,000	1,100	4,251												
	- Capital	254	254	254	254	1,016												
	- Operating	911	813	746	846	3,235												
	Preventative Maintenance	965	700	1,200	1,100	3,669												
	Capital	137	91	88	85	319												
	Operating	734	615	660	596	2,556												
	Enhancements/Improvements	10	10	10	10	40												
	ADA Compliance	384	346	283	229	1,252												
	Preventative Maintenance	91	100	100	291	1,073												
	GREENVILLE URBANIZED AREA (PL)																	
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,497	1,494	1,709	875	5,676												
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)																	
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)		357	360	366	1,073												
	- CAT ADA-Senior Soluit.		10			10												
	- Turning Point of SC		125			125												
	GREENVILLE - BUS AND BUS FACILITY PROGRAM (CA)		291	528	277	1,399												
	- GTA Capital Purchase		155	354	197	868												
	- CAT Capital Purchase		136	174	80	531												
	- CAT No/Low Grant			3,905		3,905												
	STATE MASS TRANSIT FUNDING			441	342	783												
	- GTA SMTF			296	243	538												
	- CAT SMTF			145	99	244												
	SCOOT Vehicle Replacement Initiative			2,134		2,134												
	- GTA Capital Purchase			377		377												
	- CAT Capital Purchase			2,338		2,338												
	FTA SUBTOTAL	5,608	5,744	16,160	\$5,556	\$32,778	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	

*FY 2017 funds are a summation of FY2018-2017. This is to comply with the FY2017-2022 RTP. Please refer to the previous years to reference the allocation amount.

Transportation Alternatives Program Projects

PIN #	TA Program		Previous Obligations	FY 2017	TIP						REMAINING COST (2024+)	FUNDING	
	Priority	Jurisdiction/Projects			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			TIP COST (2018-2023)
1	Anderson County	SC 81 Sidewalk	240									TAP	20% Local Match
2	City of Clemson	Parkers CTC	800									TAP	20% Local Match
3	City of Simpsonville	Berkeley Drive Shared Use Path	280									TAP	20% Local Match
4	Anderson School District One	Simpsonville Swamp Rabbit Trail	200									TAP	20% Local Match
5	City of Easley	Ragsdale Road Sidewalks	534									TAP	20% Local Match
6	City of Mauldin	Brushy Creek Greenway Phase 1&2	323									TAP	20% Local Match
3	City of Greenville	Fourier Circle Multi-Use Path	361									TAP	20% Local Match
4	Anderson School District Four	Woodruff Road Sidewalks	250									TAP	20% Local Match
1	Greenville County	Reverend Middle School Sidewalks	1,245									TAP	20% Local Match
2	Town of Williamston	Poinsett Corridor Pedestrian and Landscaping	300									TAP	20% Local Match
1	City of Greenville	Minor Street Sidewalk Project - Phase 1	400									TAP	20% Local Match
1	Anderson County	Haywood Road Sidewalks	320									TAP	20% Local Match
2	City of Fountain Inn	Ragsdale Road Sidewalks Additional Funding	119									TAP	20% Local Match
3	Waynesville Park Connector	Waynesville Park Connector	204									TAP	20% Local Match
		Parkers Downtown Doodle Connector										TAP	20% Local Match
		TAP OBLIGATION	(4,833)	(644)	0	0	0	0	0	0	0		
		ANNUAL TAP ALLOCATION			622	622	622	622	622	622	622		3,731
		FUNDING ADVANCEMENT	1,244	631	622	622	622	622	622	622	622		
		ADVANCEMENT REPAYMENT		622 (13)	622 (13)	622 (13)	622 (13)	622 (14)	622 (15)	622 (15)	622 (16)		
		BALANCE	(3,589)	(3,953)	(2,349)	(1,727)	(1,105)	0	(1,106)	(1,106)	(1,106)		
		TAP TOTAL	644	0	0	0	0	0	0	0	0		
		FY 2014-2015 TIP GRAND TOTAL											

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION

Guideshare Program

The Statewide Transportation Improvement Program (STIP) adopted by the SCDOT Commission in currently allocates \$18,078,000 annually to GPATS. The annual debt service for the 1997 Project Acceleration Program will vary slightly from year to year, but is approximately \$3.8 million.

Guideshare projects are broken into four categories:

The **Project Acceleration Program**, which was funded by a major bond issue, and all projects are now complete. These projects were selected and funded prior to the expansion of GRATS to include parts of Pickens and Anderson counties and restructuring of the Policy Committee and Study Team to create GPATS.

GPATS Guideshare Highway Projects

GPATS Guideshare Intersection Projects

GPATS Guideshare Traffic Signal Retiming Corridors

Project Acceleration Program

Debt service from the Project Acceleration will continue to consume about \$3.5-\$3.8 million annually of the Guideshare Program through 2023. The following table identifies the payments to be made during the 2014-2019 TIP

Project: Debt Service

Total Cost (thousands): \$79,961

Description: Annual payments to service bonds issued by SCDOT as part of a Project Acceleration Program begun in 1998; debt service payments will continue through 2022

Purpose: To retire bonds issued to finance a portion of the costs of \$147,601,000 highway projects built between 1998 and 2007. During the construction phase, \$97,360,000 of GRATS Guideshare annual funding was also expended on these projects.

County, City: Entire GRATS area (prior to expansion into Pickens and Anderson counties)

Program: Guideshare

Funding Source: Surface Transportation Program

Remarks: Debt Service Refinanced in 2013 by SCDOT.

Estimated Unobligated Cost in Thousands									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
TOTAL	\$ 56,494	\$ 3,571	\$ 3,518	\$ 3,465	\$ 2,402	\$ 2,407	\$ 420	\$ 420	\$ 79,961

GPATS Guideshare Highway Projects

Farrs Bridge Road (SC 183) Improvements, between SC 135 and Saluda River

Note: Initial funding for this project is provided by a \$1.5 million transfer of Appalachian COG Guideshare funds to GPATS in FY 2009.

1. Batesville Road (S-164) Widening from SC 14 to Roper Mountain Road
2. SC 153 Extension from US 123 to Saluda Dam Road, Phases 1 & 2
3. North Buncombe Road (SC 290/101) Widening from Wade Hampton (US 29) to Locust Hill (SC 290)
4. Roper Mountain Road (S-548) Widening from Garlington Road to Feaster Road
5. Butler Road (S-107) Widening from Mauldin High School to Bridges Road
6. Salters Road – Widening from Millennium Blvd to Verdae Blvd, Phases 1 & 2
7. Woodruff Road (SC 146) widening, from Scuffletown Road to Bennetts Bridge Road
8. US 123 widening, from SC 135 to SC 93
9. Roper Mountain Ext. widening from Pelham Rd to Roper Mountain Rd
10. Roper Mountain Rd widening from Roper Mountain Ext. to Garlington Rd
11. Butler Road widening from Bridges Road to US 276
12. Batesville Road widening from Pelham Road to The Parkway
13. Woodruff Road Parallel from Woodruff Road to Miller Road
14. SC-153 Improvements from I-85 to SC-123

Project: North Buncombe Road (SC 101/SC 290) from Wade Hampton Blvd (US 29) to Locust Hill Road

Total Cost (thousands): \$6,180 Project is fully obligated in previous years

Description: Widen existing road to 5 lanes (4 lanes with paved median lane for left turns)

Purpose and Need: Provide additional capacity to relieve existing traffic congestion and serve rapid suburban growth in the area served by this primary highway route.

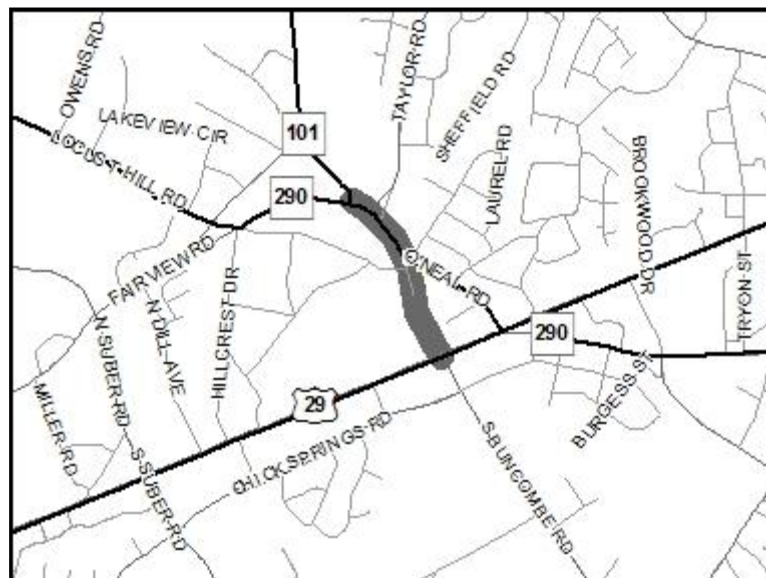
County, City: Greenville County, City of Greer

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP)

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 700								\$ 700
ROW	\$ 300								\$ 300
CONST	\$ 5,180								\$ 5,180
TOTAL	\$ 6,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,180



Project: Roper Mountain Road (S-548) from Garlington Road to Feaster Road

Total Cost (thousands): \$8,012 total Project is fully obligated in previous years

Description: Widen existing 2-lane secondary road to a 3-lane road, bike lanes and sidewalks and improvements at intersections.

Purpose and Need: Relieve existing and future traffic congestion, and provide improved facilities for bicyclists and pedestrians.

County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks: Raised landscaped median is desired for this section if Greenville County takes responsibility for maintenance of the median.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 450								\$ 450
ROW	\$ 629								\$ 629
CONST	\$ 6,933								\$ 6,933
TOTAL	\$ 8,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,012



Project: Butler Road (S-107) from Mauldin High School to Bridges Road

Total Cost (thousands): \$2,498 total Project is fully obligated in previous years

Description: Widen existing 3-lane roadway to four lanes with median, wide outside lanes, and sidewalks.

Purpose and Need: Provide additional capacity to address existing and future traffic congestion, provide for improved bicycle access to adjacent high school.

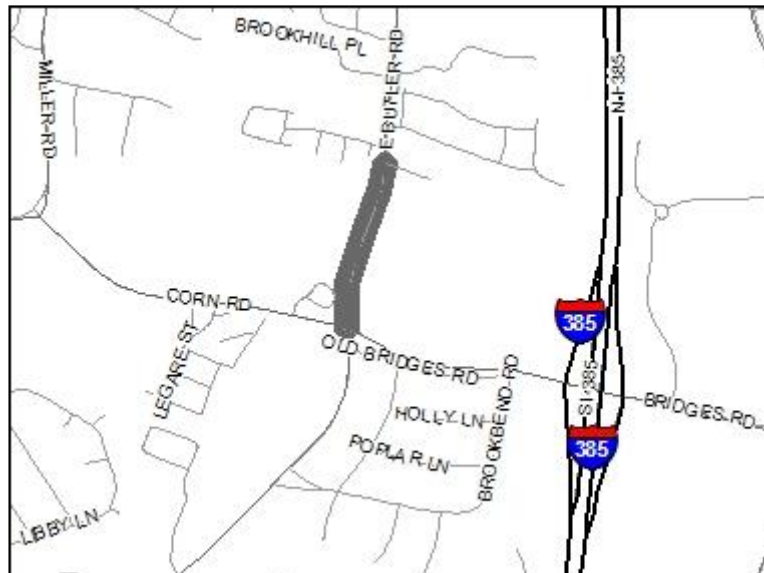
County, City: Greenville County, City of Mauldin

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP) and Transportation Enhancements (ENH)

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 300								\$ 300
ROW	\$ 199								\$ 199
CONST	\$ 1,999								\$ 1,999
TOTAL	\$ 2,498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,498



Project: Farris Bridge Road (SC 183) Improvements, between SC 135 and Saluda River

Total Cost (thousands): \$5,700 plus \$1,500 from ACoG

Description: Safety improvements along two-lane primary highway between Dacusville Road (SC 135) and Saluda River, add left turn lanes at selected intersections.

Purpose and Need: To reduce crashes and improve traffic flow

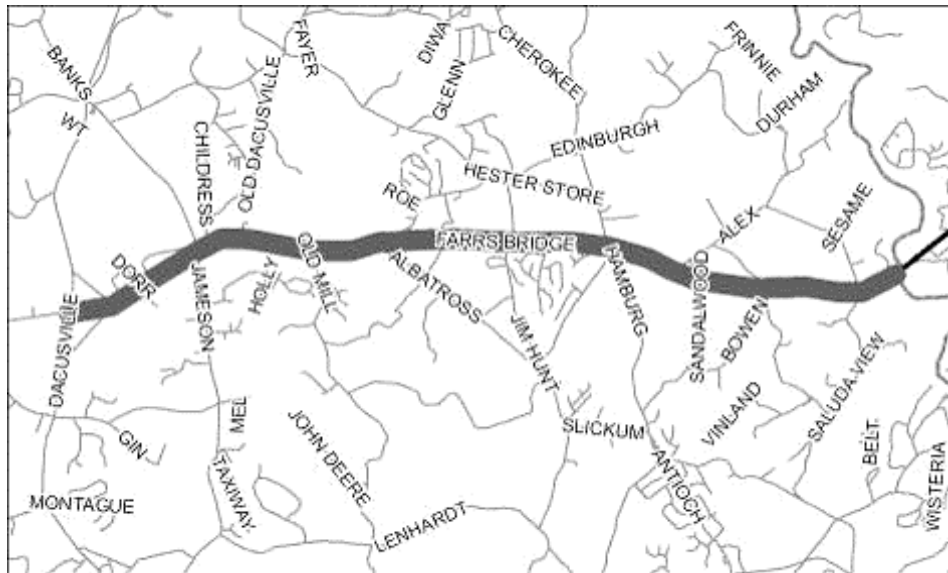
County, City: Pickens, None

Program Type: Guideshare (System Upgrade), transfer of funds from Appalachian COG

Funding Source: Surface Transportation Program (STP)

Remarks: Project to be limited to Alex Rd in FY2012, Jim Hunt Rd in FY2016, and Jameson Rd in FY2017.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE									\$ -
ROW	\$ 3,700								\$ 3,700
CONST			\$ 2,000						\$ 2,000
TOTAL	\$ 3,700	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,700



Project: Batesville Road (S-164), from SC 14 to Roper Mountain Rd

Total Cost (thousands): \$18,600 total including \$1,750 from State Safety in FY 2018

Description: Preserve Right-of-Way for realignment of a portion of Batesville road and for widening to serve higher traffic volumes in the corridor. Three lanes with median, bike lanes, sidewalk north of Pelham Falls Drive

Purpose and Need: Provide additional capacity to serve future traffic growth.

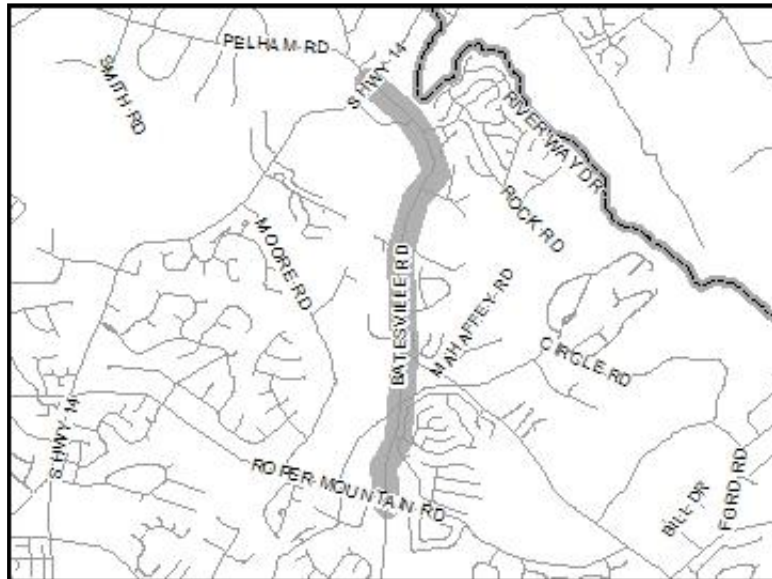
County, City: Greenville County

Program Type: Guideshare (system upgrade)

Funding Source: Surface Transportation Program (STP), State Safety

Remarks: This project has had extensive public involvement to determine the best alignment for the project, which has been determined to be relocation of the roadway to the west of the church. In addition, State Safety monies will be utilized to extend the project to Roper Mountain Rd.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 3,650	\$ 200							\$ 3,850
ROW									\$ -
CONST			\$ 8,250	\$ 6,500					\$ 14,750
TOTAL	\$ 3,650	\$ 200	\$ 8,250	\$ 6,500	\$ -	\$ -	\$ -	\$ -	\$ 18,600



Project: SC 153 Extension, US 123 to Prince Perry Road, Phase 1

Total Cost (thousands): \$30,578

Description: Two lanes, limited access, left turn lanes, 2' paved shoulders

Purpose and Need: Provide an alternate route to relieve congestion on US 123 (a National Highway System route) at SC 153, provide an improved grade-separated crossing of Norfolk-Southern railroad, and support economic development efforts in the corridor.

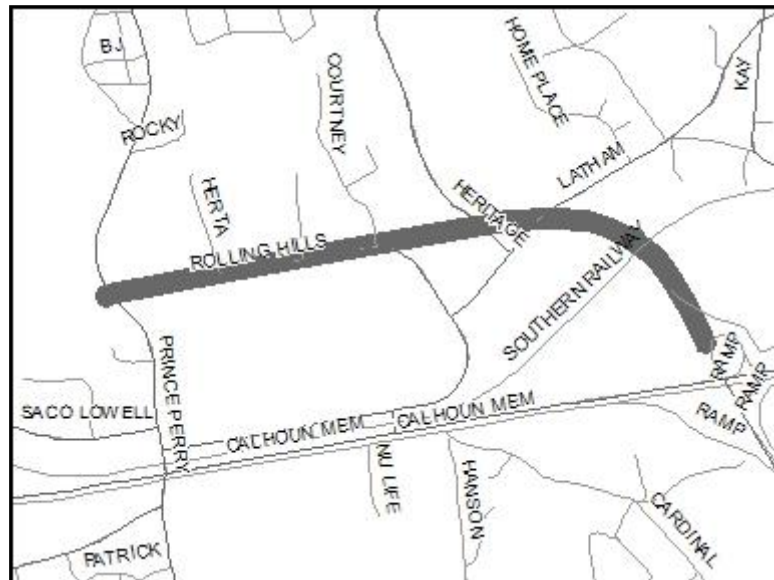
County, City: Pickens County, City of Easley

Program Type: Guideshare (system upgrade)

Funding Sources: Surface Transportation Program (STP), National Highway System (NHS)

Remarks: This is the first phase of a project that will provide an alternate route to US 123 and SC 93 through Easley. The initial phase will provide improved access in the northeast quadrant of the city and to a “brownfields” redevelopment site between the new roadway and US 123. PE and ROW will encompass Phase 2 of the project at the same time.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 4,500								\$ 4,500
ROW	\$ 2,078								\$ 2,078
CONST		\$ 11,400	\$ 12,600						\$ 24,000
TOTAL	\$ 6,578	\$ 11,400	\$ 12,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,578



*Project: SC 153 Extension, Prince Perry Road to Saluda Dam Rd,
Phase 2*

Total Cost (thousands): \$17,728 total including \$3,500 from NHS/IM and \$1,500 from Local

Description: New three-lane primary highway offset within a four-lane right-of-way for a future median-divided suburban boulevard.

Purpose and Need: Provide an alternate route to relieve congestion on US 123 (a National Highway System route) at SC 153, provide an improved grade-separated crossing of Norfolk-Southern railroad, and support economic development efforts in the corridor.

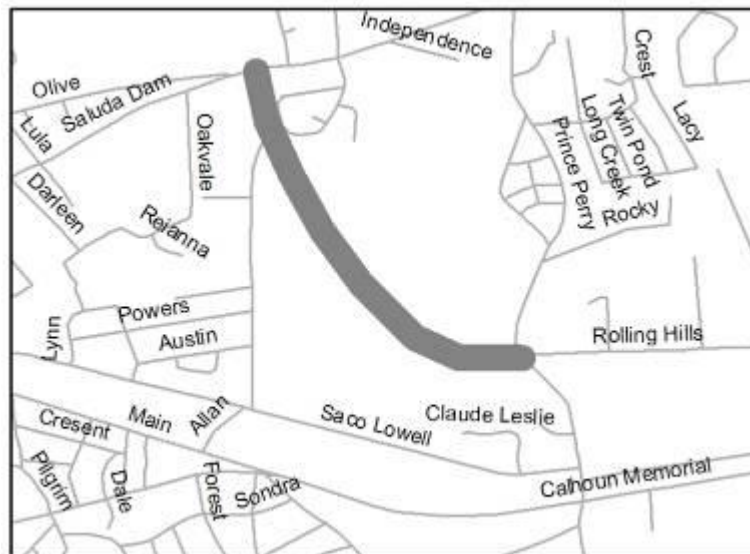
County, City: Pickens County, City of Easley

Program Type: Guideshare (system upgrade)

Funding Sources: Surface Transportation Program (STP), National Highway System (NHS)

Remarks: This is the second phase of a project that will provide an alternate route to US 123 and SC 93 through Easley. This phase will extend the initial project from the commercial area to residential neighborhoods and provide a bypass to US 123. PE and ROW was primarily encompassed in Phase 1 of the project.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimate									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,600								\$ 1,600
ROW	\$ 1,128								\$ 1,128
CONST	\$ 15,000								\$ 15,000
TOTAL	\$ 17,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,728



Project: Salters Road, Phase 1 & 2, from Verdae Blvd. to Millennium Blvd.

Total Cost (thousands): \$17,728 total including \$3,500 from NHS/IM and \$1,500 from Safety from Previous Obligations

Description: Widen existing two lane collector road to four lane median divided boulevard with bike lanes and sidewalk, replacement of the bridge over Interstate I-85

Purpose and Need: Provide capacity to accommodate traffic from several large developments currently underway in the area, and provide facilities for alternative modes of travel.

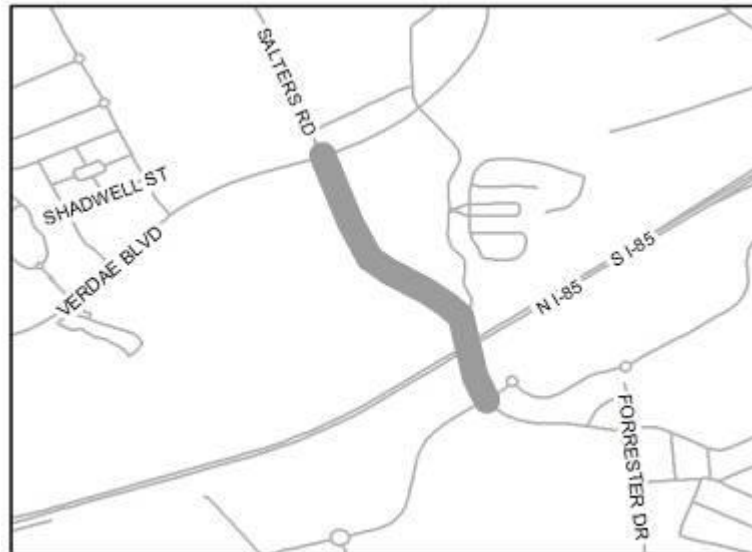
County, City: Greenville County, City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP), City/County of Greenville match

Remarks: Current roadway is a City of Greenville maintained road that is a federal-aid eligible collector. ROW will be mostly donated by Verdae Properties.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,600								\$ 1,600
ROW	\$ 1,128								\$ 1,128
CONST	\$ 15,000								\$ 15,000
TOTAL	\$ 17,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,728



Project: Woodruff Rd. from Scuffletown Rd to Bennetts Bridge Rd

Total Cost (thousands): \$11,750 total

Description: Widen existing 2-lane roadway to 5-lane highway with wide outside lanes, and sidewalks and improvements to intersections

Purpose and Need: Provide additional capacity to address existing and future traffic congestion, and provide for bicycle and pedestrian use.

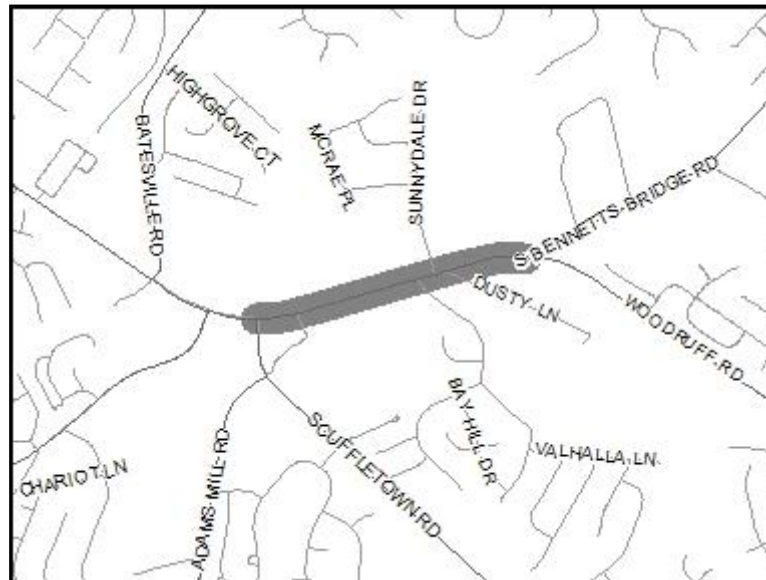
County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 750								\$ 750
ROW	\$ 1,500								\$ 1,500
CONST		\$ 4,500	\$ 5,000						\$ 9,500
TOTAL	\$ 2,250	\$ 4,500	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,750



Project: Roper Mountain Extension from Pelham Road to Roper Mountain Road

Total Cost (thousands): \$10,550

Description: Widen existing 2-lane roadway to 3-lane roadway with bicycle lanes and sidewalks on one side.

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving left turn movements.

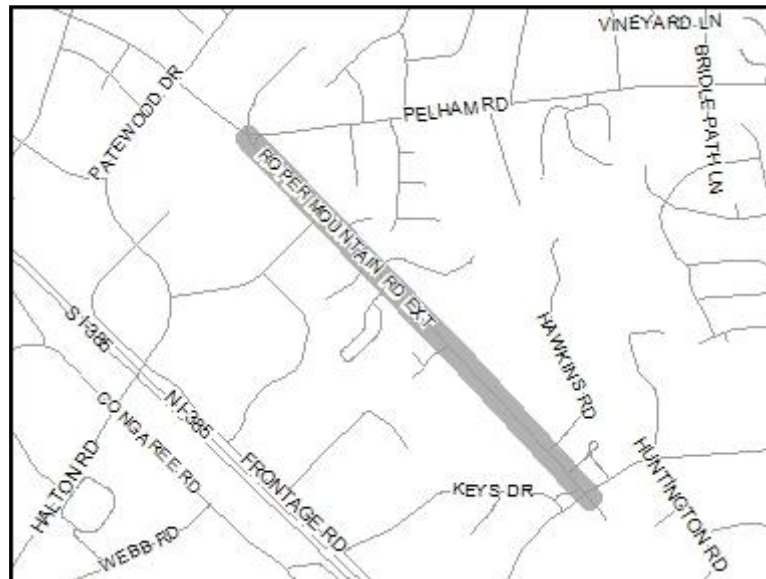
County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks: Project may be combined with Roper Mountain Road project below.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,550								\$ 1,550
ROW	\$ 1,200								\$ 1,200
CONST			\$ 4,300	\$ 3,500					\$ 7,800
TOTAL	\$ 2,750	\$ -	\$ 4,300	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ 10,550



Project: Roper Mountain Road from Roper Mountain Extension to Garlington Road

Total Cost (thousands): \$10,400 total including \$1,000 from Safety in FY 2018

Description: Widen existing 2-lane roadway to 3-lane roadway with bicycle lanes and sidewalks on one side.

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving left turn movements.

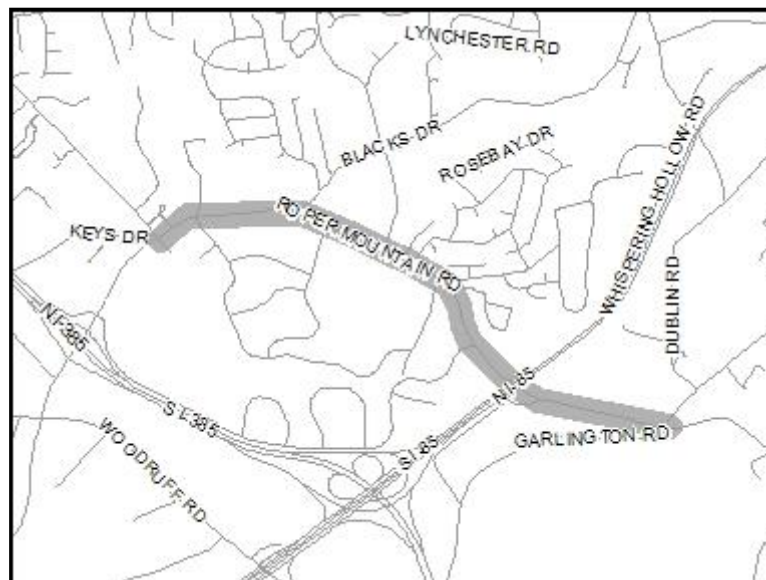
County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks: Project may be combined with Roper Mountain Ext. project above.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,150								\$ 1,150
ROW	\$ 1,500								\$ 1,500
CONST			\$ 4,250	\$ 3,500					\$ 7,750
TOTAL	\$ 2,650	\$ -	\$ 4,250	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ 10,400



Project: Butler Road from Bridges Road to US 276

Total Cost (thousands): \$10,500 total

Description: Widen existing 2-lane roadway to 4-lane highway with raised median and turn lanes at intersections, with bicycle lanes and sidewalks.

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections.

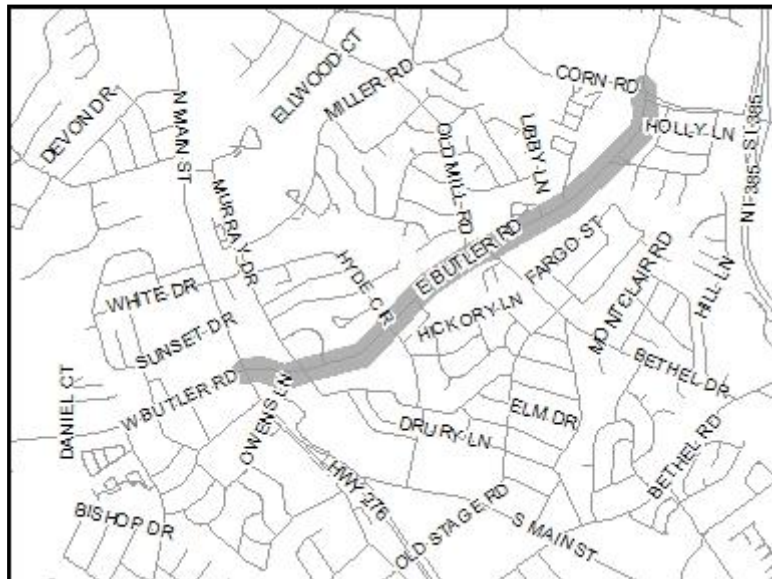
County, City: City of Mauldin

Program Type: Guideshare

Funding Source: Surface Transportation Program, Transportation Enhancements

Remarks: Transportation Enhancement monies will be spend along the project to bolster landscaping and pedestrian amenities.

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE		\$ 250	\$ 250						\$ 500
ROW					\$ 1,000				\$ 1,000
CONST							\$ 4,500	\$ 4,500	\$ 9,000
TOTAL	\$ -	\$ 250	\$ 250	\$ -	\$ 1,000	\$ -	\$ 4,500	\$ 4,500	\$ 10,500



Project: Batesville Road from Pelham Road to The Parkway

Total Cost (thousands): \$14,100 total

Description: Widen existing 2-lane roadway to 3-lane highway with turn lanes at intersections, wide outside lanes for bicycles, and sidewalks.

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections.

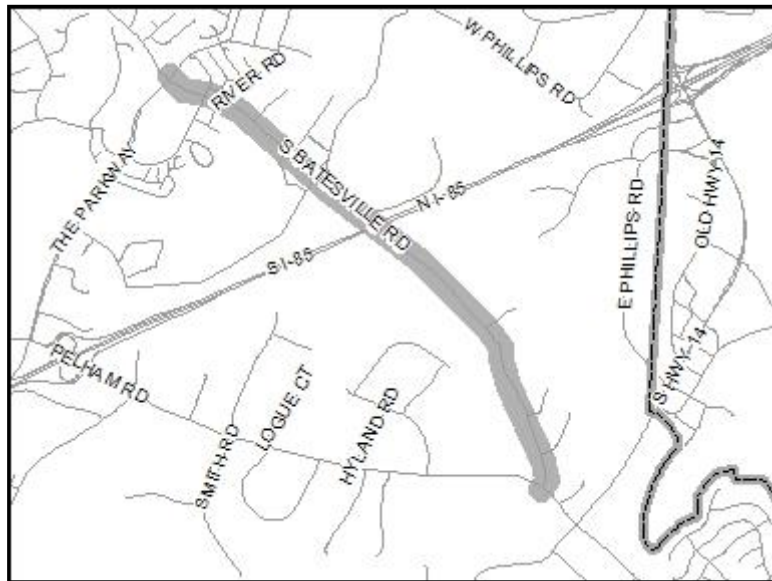
County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE		\$ 250	\$ 950						\$ 1,200
ROW					\$ 1,900				\$ 1,900
CONST							\$ 2,500	\$ 8,500	\$ 11,000
TOTAL	\$ -	\$ 250	\$ 950	\$ -	\$ 1,900	\$ -	\$ 2,500	\$ 8,500	\$ 14,100



Project: Woodruff Road Parallel

Total Cost (thousands): \$34,400 total

Description: New 4-lane divided, planted median, and multi-use path

Purpose and Need: Provide additional capacity to address existing and future traffic congestion with regulated development and limited access left turns.

County, City: Greenville County and City of Greenville

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 2,900								\$ 2,900
ROW				\$ 5,500	\$ 6,000				\$ 11,500
CONST						\$ 8,500	\$ 11,500		\$ 20,000
TOTAL	\$ 2,900	\$ -	\$ -	\$ 5,500	\$ 6,000	\$ 8,500	\$ 11,500	\$ -	\$ 34,400



Project: SC-153 Improvements from I-85 to SC-123

Total Cost (thousands): \$ 5,300

Description: Intersection Improvements and turning lanes

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving left turns at intersections.

County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 500								\$ 500
ROW			\$ 1,000						\$ 1,000
CONST				\$ 1,800	\$ 2,000				\$ 3,800
TOTAL	\$ 500	\$ -	\$ 1,000	\$ 1,800	\$ 2,000	\$ -	\$ -	\$ -	\$ 5,300



Guideshare Intersection Improvements

1. O'Neal (SC 101) at Few's Chapel [Greenville County] **Complete**
2. Woodruff Road (SC 146) at I-85 Interchange [City of Greenville] **Complete**
3. Woodruff Road (SC 146) at Garlington Road/Miller Road [Greenville County] **Complete**
4. Locust Hill Road (SC 290) at Mountain View Road (SC 253) [Greenville County]
5. US 178 and SC 93 [City of Liberty]
6. Brushy Creek Road at Strange Road [Greenville County]
7. SC-14 widening and intersection improvements from Five Forks to Bethel Road
8. Ann Street (US 178) at Jones Street [City of Pickens]

Total Cost (thousands): All TIP Costs for Intersections accounted in Guideshare Resurfacing section below

Description: Scope of project will vary at each intersection, but will generally involve adding left-turn lanes and in some cases installation of traffic signals. A precise scope of work will not be determined until detailed analysis of traffic flow is completed and environmental and engineering constraints at each location are fully examined.

Purpose and Need: To improve traffic safety and traffic flow.

County, City: Region-wide.

Program Type: Guideshare

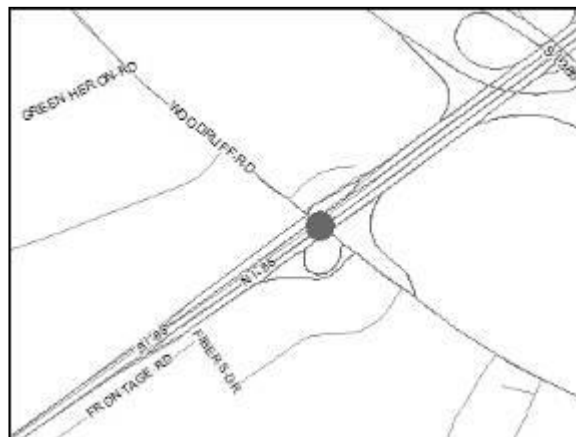
Funding Source: Surface Transportation Program (STP), with local support as needed.

Remarks: Intersection project location maps on following pages.



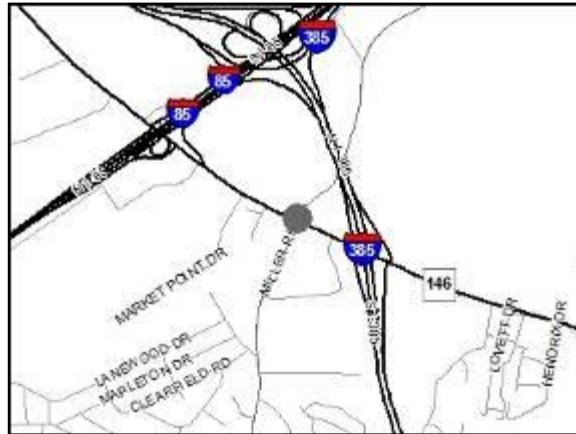
SC 101 at Few's Chapel Road

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
TOTAL	\$ 2,137	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,137.00



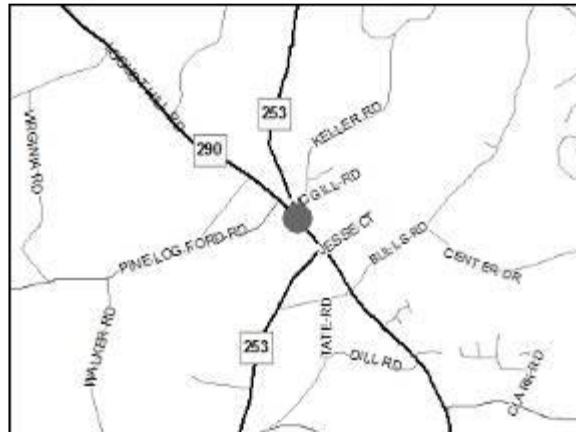
Woodruff Road (SC 146) at I-85 Interchange

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,781								\$ 1,781
ROW									\$ -
CONST									\$ -
TOTAL	\$ 1,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,781



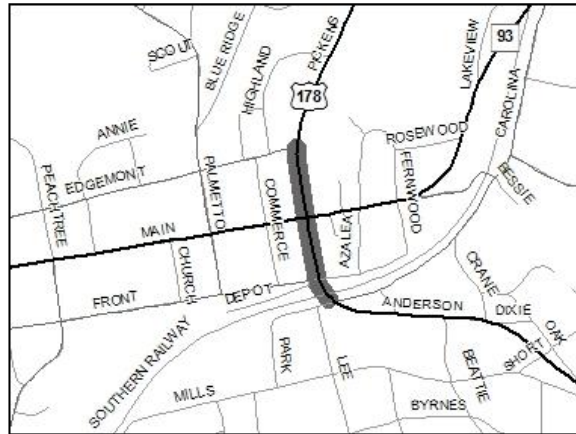
Woodruff Road (SC 146) at Miller Road/Garlington Road

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 1,781								\$ 1,781
ROW									\$ -
CONST									\$ -
TOTAL	\$ 1,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,781



Locust Hill Road (SC 290) at Mountain View Road (SC 253)

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 375								\$ 375
ROW									\$ -
CONST	\$ 1,600								\$ 1,600
TOTAL	\$ 1,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,975



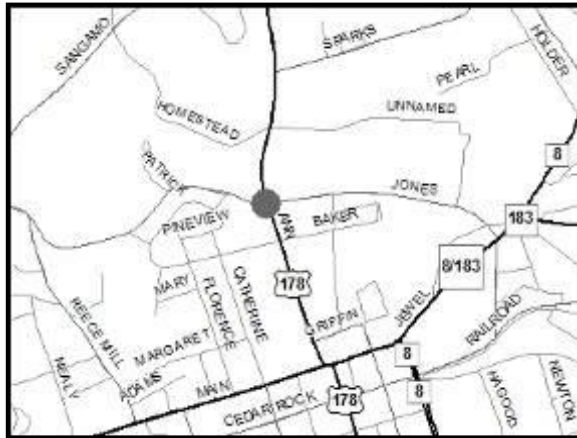
US 178 and SC 93 (Liberty)

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 300								\$ 300
ROW	\$ 4,700								\$ 4,700
CONST	\$ 2,150								\$ 2,150
TOTAL	\$ 7,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,150



Brushy Creek Road at Strange Road (Eastside High School, Taylors)

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 549								\$ 549
ROW									
CONST	\$ 2,067								\$ 2,067
TOTAL	\$ 2,616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,616



Ann Street (US 178) at Jones Street

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 450								\$ 450
ROW									
CONST	\$ 2,200								\$ 2,200
TOTAL	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,650

Project: SC 14 from Five Forks to Bethel Road

Total Cost (thousands): \$3,500 total

Description: Widen existing 3-lane roadway to 5-lane highway with raised median, turn lanes at intersections, bicycle lanes, and sidewalks

Purpose and Need: Provide additional capacity to address existing and future traffic congestion while improving flow of traffic between intersections.

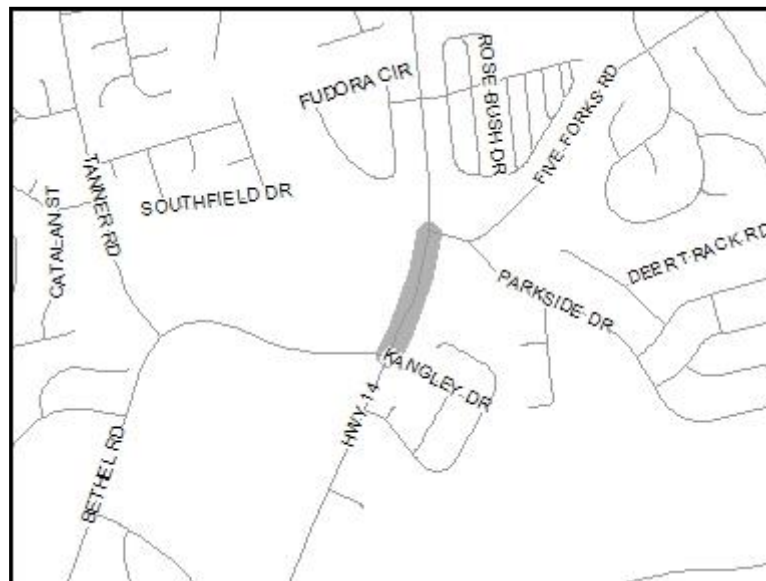
County, City: Greenville County

Program Type: Guideshare

Funding Source: Surface Transportation Program

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 250								\$ 250
ROW	\$ 500								\$ 500
CONST		\$ 2,750							\$ 2,750
TOTAL	\$ 750	\$ 2,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500



Guideshare Traffic Signal Retiming Corridors

Total Cost (thousands): \$644 total

Description: Scope of project will vary at each corridor, but will generally involve SCDOT assessing and retiming the signalization along the corridor.

Purpose and Need: To improve traffic safety and traffic flow.

County, City: Region-wide.

Program Type: Guideshare

Funding Source: Surface Transportation Program (STP), with local support as needed.

Remarks: This project will be ongoing as corridors require retiming.

Traffic Signal Retiming Corridors									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
US 123, Easley	\$ 122								\$ 122
Pelham Road, Greenville	\$ 122								\$ 122
US 276 (Cherrydale), Greenville/Greenville County	\$ 80								\$ 80
Woodruff Road (Scuffletown), Greenville County	\$ 55								\$ 55
SC 93, Clemson		\$ 50							\$ 50
US 276-West Butler Road, Mauldin		\$ 55							\$ 55
Fairview Road, Simpsonville			\$ 90						\$ 90
East Butler Road, Mauldin			\$ 70						\$ 70
TOTAL	\$ 379	\$ 105	\$ 160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644

Non-Guideshare (Other Exempt Projects)

The projects listed in this section are funded by the Recreational Trails Program, the Appalachian Development Highway System, SCDOT's statewide Interstate Upgrade Program or the economic development highway program administered by the S.C. Department of Commerce.

1. Greenville County Poinsett Corridor Pedestrian and Lighting
2. Hampton Ave Bridge over Norfolk Southern Railroad (Pedestrian Bridge)
3. CU-ICAR and Fairforest Way
4. I-385 @ Fairview Rd Interchange
5. Bridge US-29 at S-23-75 – Greenville
6. Bridge US-29 At US-29 – Anderson
7. Bridge S-4-75 at US-29 - Anderson
8. Bridge S-39-267 at 12 Mile Creek - Pkns
9. Bridge S-23-164 at Enoree River - Grvl
10. Bridge S-42-75 at Tyger River - Spbg
11. Bridge S-42-75 at Resin Creek – Spbg
12. Bridge S-23-272 at Reedt – Grvl
13. SC-291 at S-23-7 Intersection
14. S-23-920 (Old Rutherford Rd) at Old Greer Town Road
15. S-23-132 (Old Hunts Bridge Rd)
16. S-23-159 (Garrison Rd)
17. S-23-22 (State Park Rd)
18. S-23-279 (Reid School Rd)
19. S-23-310 (Crestwood Rd)
20. S-23-543 (Fairview St Ext/Greenpond Rd)
21. S-23-84 (Standing Springs Rd)
22. S-23-139 (Thomas Mill Rd)
23. S-23-140 (Winding Creek Rd)
24. SC-153 Corridor (East and West of SC-81)
25. I-85 (Widening from SC-153 To Near SC-85)

Project: Greenville County Poinsett Corridor Pedestrian and Lighting

Total Cost (thousands): \$4,000

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: ARC, See TAP Section and Greenville County

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE		\$ 500							\$ 500
ROW		\$ 1,245							\$ 1,245
CONST		\$ 2,255							\$ 2,255
TOTAL	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000

*Project: Hampton Ave Bridge over Norfolk Southern Railroad
(Pedestrian Bridge)*

Total Cost (thousands): \$1,500

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Appalachian Reg, Gldtc and Greenville County

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 250								\$ 250
ROW	\$ 100								\$ 100
CONST	\$ 1,150								\$ 1,150
TOTAL	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500

Project: CU-ICAR and Fairforest Way

Total Cost (thousands): \$3,223

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Earmark

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE									\$ -
ROW									\$ -
CONST	\$ 1,623	\$ 1,600							\$ 3,223
TOTAL	\$ 1,623	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,223

Project: 1. I-385 @ Fairview Rd Interchange

Total Cost (thousands): \$373

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Earmark

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE				\$ 373					\$ 373
ROW									\$ -
CONST									\$ -
TOTAL	\$ -	\$ -	\$ -	\$ 373	\$ -	\$ -	\$ -	\$ -	\$ 373

Project: Bridge US-29 at S-23-75 – Greenville

Total Cost (thousands): \$2,460

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Bridge Rehab

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 60								\$ 60
ROW									\$ -
CONST		\$ 2,400							\$ 2,400
TOTAL	\$ 60	\$ 2,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,460

Project: Bridge Us-29 at US-29 - Anderson

Total Cost (thousands): \$758

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Bridge Rehab

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 28								\$ 28
ROW									\$ -
CONST			\$ 730						\$ 730
TOTAL	\$ 28	\$ -	\$ 730	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 758

Project: Bridge S-4-75 at US-29 - Anderson

Total Cost (thousands): \$15,643

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 2,043								\$ 2,043
ROW		\$ 1,200							\$ 1,200
CONST			\$ 12,400						\$ 12,400
TOTAL	\$ 2,043	\$ 1,200	\$ 12,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,643

Project: Bridge S-39-267 at 12 Mile Creek - Pkns

Total Cost (thousands): \$3,419

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 499								\$ 499
ROW									\$ -
CONST			\$ 2,920						\$ 2,920
TOTAL	\$ 499	\$ -	\$ 2,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,419

Project: Bridge S-23-164 at Enoree River - Grvl

Total Cost (thousands): \$3,248

Description:

Purpose:

County, City: City of Greenville, Greenville County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimate									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 491								\$ 491
ROW			\$ 100						\$ 100
CONST				\$ 2,657					\$ 2,657
TOTAL	\$ 491	\$ -	\$ 100	\$ 2,657	\$ -	\$ -	\$ -	\$ -	\$ 3,248

Project: Bridge S-42-75 at Tyger River - Spbg

Total Cost (thousands): \$3,284

Description:

Purpose:

County, City: Spartanburg County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 900								\$ 900
ROW			\$ 24						\$ 24
CONST				\$ 2,360					\$ 2,360
TOTAL	\$ 900	\$ -	\$ 24	\$ 2,360	\$ -	\$ -	\$ -	\$ -	\$ 3,284

Project: Bridge S-42-75 at Resin Creek - Spbg

Total Cost (thousands): \$3,284

Description:

Purpose:

County, City: Spartanburg County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 900								\$ 900
ROW			\$ 24						\$ 24
CONST				\$ 2,360					\$ 2,360
TOTAL	\$ 900	\$ -	\$ 24	\$ 2,360	\$ -	\$ -	\$ -	\$ -	\$ 3,284

Project: Bridge S-23-272 at Reedt - Grvl

Total Cost (thousands): \$6,250

Description:

Purpose:

County, City: Spartanburg County

Program Type: Non-Guideshare

Funding Source: Bridge Replacement

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 350								\$ 350
ROW		\$ 400							\$ 400
CONST			\$ 5,500						\$ 5,500
TOTAL	\$ 350	\$ 400	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,250

Projects SCDOT FY2018 Safety Program:

S-23-920 (Old Rutherford Rd) at Old Greer Town Road

S-23-132 (Old Hunts Bridge Rd)

S-23-159 (Garrison Rd)

S-23-22 (State Park Rd)

S-23-279 (Reid School Rd)

S-23-310 (Crestwood Rd)

S-23-543 (Fairview St Ext/Greenpond Rd)

S-23-84 (Standing Springs Rd)

S-23-139 (Thomas Mill Rd)

S-23-140 (Winding Creek Rd)

Total Cost (thousands): \$4,575 total

Description:

Purpose:

County, City: Spartanburg County

Program Type: Non-Guideshare

Funding Source: Safety

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 150								\$ 150
ROW		\$ 50							\$ 50
CONST			\$ 4,375						\$ 4,375
TOTAL	\$ 150	\$ 50	\$ 4,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,575

Project: I-85 (Widening From SC-153 to Near SC-85)

Total Cost (thousands): \$1,175,719

Description:

Purpose:

County, City:

Program Type: Non-Guideshare

Funding Source: NHS/IM

Remarks:

Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
PE	\$ 51,020	\$ 4,700							\$ 55,720
ROW									\$ -
CONST				\$ 10,000	\$ 10,000				\$ 20,000
Adv. Cons.				\$ 442,000	\$ 272,500				\$ 714,500
Adv. Cons. Conv.					\$ 147,333	\$ 238,166			\$ 385,499
TOTAL	\$ 51,020	\$ 4,700	\$ -	\$ 452,000	\$ 429,833	\$ 238,166	\$ -	\$ -	\$ 1,175,719

Federal Transit Administration (FTA) Apportionments

Activities for the Greenville Transit Authority and Greenlink Transit Providers are subsidized by FTA Section 53 funds (see page 11 and 19).

Transit Projects Funded through FTA Apportionment

Agency	Grant Program	Allocation Year	UZA	Projects	Description	Project Total	Federal Share	Federal Amount	Local Share	Source of Local Share
GTA	5307	FY14/16	Greenville	Cameras	Aquisition of cameras and associated equipment	\$11,500	80%	\$9,200	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Shop Equipment	Aquisition of Bus Lifts, Forklift, and shop tools	\$65,000	80%	\$52,000	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Mobile Fare Equipment	Mobile Ticketing Systems	\$69,000	80%	\$55,200	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Bus Support Equipment	Various bus-related purchases including planning software, traffic cones, and safety lighting	\$25,000	80%	\$20,000	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Maintenance Equipment	Rehabilitation of bus wash bays	\$10,000	80%	\$8,000	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	AVL (Automated Vehicle Locator) System	Aquisition of AVL systems to outfit existing fleet	\$38,000	80%	\$30,400	20%	City of Greenville/Greenville County/Philanthropic Contributions
GTA	5307	FY14/16	Greenville	Radios	Acquisition of radios and associated equipment	\$40,000	80%	\$32,000	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Insurance	Annual cost for insurance	\$235,630	80%	\$188,504	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Audit Services	Costs for audit services	\$18,500	80%	\$14,800	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Contractual Services	Maintenance relocation study/scheduling software fees	\$24,469	80%	\$19,575	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Project Administration	Project administration funds	\$50,000	80%	\$40,000	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Preventive Maintenance	Preventative Maintenance Activities	\$1,826,045	80%	\$1,460,836	20%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	Operating Assistance	Special Rule Operating Assistance 1-75 Buses	\$200,000	50%	\$100,000	50%	City of Greenville/Greenville County
GTA	5307	FY14/16	Greenville	ADA	Paratransit Service Assistance	\$193,535	80%	\$154,828	20%	City of Greenville/Greenville County
GTA	5339	FY14/16	Greenville	AVL (Automated Vehicle Locator) System	Aquisition of AVL systems to outfit existing fleet	\$153,236	80%	\$122,589	20%	City of Greenville/Greenville County/Philanthropic Contributions
GTA	5339	FY14/16	Greenville	Rolling Stock	Purchase a ~30ft Trolley Vehicle	\$242,853	80%	\$194,282	20%	City of Greenville
GTA	5307	FY17	Greenville	AVL (Automated Vehicle Locator) System	AVL user fees/system maintenance fees	\$50,000	80%	\$40,000	20%	City of Greenville/Greenville County/Philanthropic Contributions
GTA	5307	FY17	Greenville	WiFi	Provision of On-board WiFi fees	\$12,500	80%	\$10,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Radios	Aquisition of radios and associated hardware	\$15,000	80%	\$12,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Bus Support Equipment	Transit Planning software/fees	\$25,000	80%	\$20,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Insurance	Annual cost for insurance	\$312,500	80%	\$250,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Mobile Fare Equipment	Mobile ticketing fees	\$12,500	80%	\$10,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Fare Equipment	Genfare Support	\$11,250	80%	\$9,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Bus Associated Improvements	Rehabilitation of bus stops/signage	\$62,500	80%	\$50,000	20%	City of Greenville/Greenville County
GTA	5307	FY17	Greenville	Misc Bus Support	Additional bus support equipment	\$13,750	80%	\$11,000	20%	City of Greenville/Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	ADA	Paratransit Service Assistance	\$37,500	80%	\$30,000	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Operating Assistance	Special Rule Operating Assistance 1-75 Buses	\$600,000	50%	\$300,000	50%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Bus Associated Improvements	Rehabilitation of Bus Stops/Signs	\$21,465	80%	\$17,172	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Preventive Maintenance	Preventative Maintenance Activities	\$125,000	80%	\$100,000	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Audit Services	Costs for audit services	\$6,250	80%	\$5,000	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Insurance	Annual cost for insurance	\$77,716	80%	\$62,173	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Radios	Aquisition of radios and associated hardware	\$25,000	80%	\$20,000	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	AVL (Automated Vehicle Locator) System	Aquisition of AVL systems to outfit existing fleet	\$54,295	80%	\$43,436	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Support Vehicle	Replace existing support vehicle	\$18,000	80%	\$14,400	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Mobile Fare Equipment	Aquisition of mobile ticketing system	\$75,000	80%	\$60,000	20%	Greenville County
GTA	5307	FY14	Mauldin - Simpsonville	Cameras	Aquisition of cameras and associated equipment	\$56,250.00	80%	\$45,000	20%	Greenville County

Agency	Project	Description	Funding Source	Funding Required	Federal Share	Source of Local Funds
CAT	ADA	Complimentary ADA Service	2017 5307 Annual Apportionment	\$3,000	80%	City of Clemson/Partners
CAT	ADA	Complimentary ADA Service	2018 5307 Annual Apportionment	\$3,000	80%	City of Clemson/Partners
CAT	ADA	Complimentary ADA Service	2019 5307 Annual Apportionment	\$3,000	80%	City of Clemson/Partners
CAT	Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2017 5307 Annual Apportionment	\$374,023	80%	City of Clemson/Partners
CAT	Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2018 5307 Annual Apportionment	\$375,000	80%	City of Clemson/Partners
CAT	Preventative Maintenance	Preventative Maintenance and Vehicle Maintenance Activity	2019 5307 Annual Apportionment	\$375,000	80%	City of Clemson/Partners
CAT	Planning	TAM Plan	2017 5303 Planning Funds	\$25,000	80%	City of Clemson/Partners
CAT	Planning	Study	2017 5303 Planning Funds	\$25,000	80%	City of Clemson/Partners
CAT	Planning	Study	2018 5303 Planning Funds	\$50,000	80%	City of Clemson/Partners
CAT	Planning	Study	2019 5303 Planning Funds	\$50,000	80%	City of Clemson/Partners
CAT	Operating Assistance	Operating Support for Fixed Route Service	2017 5307 Annual Apportionment	\$1,171,955	50%	City of Clemson/Partners
CAT	Operating Assistance	Operating Support for Fixed Route Service	2018 5307 Annual Apportionment	\$1,171,965	50%	City of Clemson/Partners
CAT	Operating Assistance	Operating Support for Fixed Route Service	2019 5307 Annual Apportionment	\$1,171,975	50%	City of Clemson/Partners
CAT	Bus and Bus Facilities	Bus purchases or facility improvements/updates	2017 5339 Annual Apportionment	\$83,716	80%	City of Clemson/Partners
CAT	Bus and Bus Facilities	Bus purchases or facility improvements/updates	2018 5339 Annual Apportionment	\$84,312	80%	City of Clemson/Partners
CAT	Bus and Bus Facilities	Bus purchases or facility improvements/updates	2019 5339 Annual Apportionment	\$85,000	80%	City of Clemson/Partners

Transportation Alternatives Program

Transportation Alternative projects are funded by a 10 percent set aside from the Surface Transportation Program. These funds may only be spent on projects that fit one of 3 categories of eligible activities (see page 5).

FY 2017 TAP Approved Projects									
Activity	Previous	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP Total
Anderson County, Ragsdale Road Sidewalks Additional Funding		\$ 320							\$ 320
City of Fountain Inn, Woodside Park Connector		\$ 119							\$ 119
City of Pickens, Pickens Downtown Doodle Connector		\$ 204							\$ 204
TOTAL	\$ -	\$ 643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 643

Projects currently in TIP for TA Funding:

Anderson County – SC-81 Sidewalks	\$240
City of Clemson/Pickens CTC – Berkley Shared-use path	\$800
City of Simpsonville – Simpsonville Swamp Rabbit Trail	\$280
Anderson School District One – Ragsdale Road Sidewalks	\$200
City of Easley – Brushy Creak Greenway Phase 1&2	\$534
City of Mauldin – Fowler Circle Multi-Use Path	\$260
City of Greenville – Woodruff Road Sidewalks	\$361
Anderson School District Four – Riverside Middle School Sidewalks	\$250
Greenville County – Poinsett Corridor Pedestrian and Landscaping	\$795 + \$450 = \$1,245
Town of Williamston – Minor Street Sidewalk Project – Phase 1	\$200