

AGENDA
GPATS POLICY COORDINATING COMMITTEE
August 15, 2022
10:00 a.m.

The Meeting will be held on Zoom and open for on-site participation
by Policy Committee Members
in Greenville County Square, 301 University Ridge, Greenville – Suite 400
Citizens and other interested parties may live-stream the meeting at the appointed time,
at the following web address: <https://www.greenvillecounty.org/livestreamplanning.aspx>

1. **CALL TO ORDER / WELCOME AND INTRODUCTIONS** *Acting Chairman
Representative Garry Smith*
2. **MAY 18, 2022 COMMITTEE MINUTES** *Attachment 1
Acting Chairman
Representative Garry Smith*
3. **PUBLIC COMMENT** *Acting Chairman
Representative Garry Smith*
4. **SCDOT PROJECT STATUS UPDATE** *Attachment 2
Erica Hailey
SCDOT Assistant Project Manager*
5. **SAFE STREETS FOR ALL (SS4A) GRANT OPPORTUNITY** *Attachment 3
Asangwua Ikein
GPATS Transit Planner*
6. **GPATS HORIZON2045 LONG-RANGE TRANSPORTATION
PLAN STATUS UPDATE** *Attachment 4
Keith Brockington
GPATS Transportation Manager*
9. **NEW BUSINESS**
 - GPATS TA PROGRAM UPDATE *Attachment 5*
 - TRANSIT SECTION 5310 FINAL CALL FOR PROJECTS *Attachment 6*
10. **ADJOURN** *Acting Chairman
Representative Garry Smith*

MINUTES
GPATS POLICY COORDINATING COMMITTEE
May 16, 2022
10:00 a.m.
Suite 400 – County Square
Remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Rice, Vice-Chairman Senator Turner, Senator Allen, Representative Burns, Representative Collins, Representative Cox, Representative Smith, Councilor Davis, Councilor Saitta, Councilor Fant, Council Chair Meadows, Commissioner Christopher, GTA Chair Smith, Mayor Amidon, Mayor Halfacre, Mayor Merritt, Mayor Sanders, Mayor Shewmaker, Mayor Womack, R. Sherlock, and Keith Brockington

OTHERS PRESENT: H. Gamble, A. Stewart, A. Ikein, M. Peterson, C. Lewis, C. Lucas, E. Hailey, A. Bodmer, F. Spradley, B. Nelson, L. Mehserle, B. Groel, D. Montgomery, T. Houck, F. Mansbach, D. Beaty, E. Dillon, J. Chandler, M. Hirsch, and IS Dept

CALL TO ORDER/WELCOME

Chairman Senator Rice called the meeting to order at 10:04 a.m. and welcomed everyone in attendance.

Mayor Merritt requested a correction to the March 7, 2022, minutes to reflect the motion was made by Representative Smith, seconded by Mayor Merritt, to nominate Senator Rice as Chairman and Senator Turner as Vice-Chairman.

APPROVAL OF THE MARCH 7, 2022 POLICY COMMITTEE MEETING MINUTES

MOTION: By Representative Smith, seconded by Mayor Merritt, to approve March 7, 2022, as amended. The motion carried unanimously by voice vote. There were no objections.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT GPATS PROJECT STATUS UPDATE:

Erica Hailey, Assistant Project Manager with the SCDOT, addressed the Committee members with a brief project update presentation included in the agenda packets:

- Upcoming Projects
 - Town of Central Connector is a Transportation Alternatives (TA) Project. The SCDOT's legal office is drafting the letter to the financial participation agreement (FPA). After the Town of Central has signed the FPA, SCDOT can begin the design.

- Projects in Design
 - Woodruff Road Congestion Relief (WRCR) Project is moving into the right-of-way design. A second public information meeting was held in April 2022, with a comment period until April 28, 2022. SCDOT expects to receive preliminary right-of-way plans by July 2022, with the right-of-way obligation set for December 2022.
 - S-107 Butler Road Project is in the preliminary design phase with an estimated completion date in June 2022 and the right-of-way obligation for Fall 2022.
 - Riverside Middle School Sidewalk and Fountain Inn Woodside Connector Projects are ready for construction letting. SCDOT continues to coordinate with the municipalities to assist with securing additional funding for both projects.
 - Fountain Inn Streetscape was let this month. A let review is scheduled for May 16, 2022, to discuss the bids received.
- Guideshare Projects in construction in the GPATS area are as follows:
 - S-164 Batesville Road's final asphalt work will be completed in May 2022. She advised there is a delay due to traffic signal material and additional work involving right-of-way issues. These delays have changed the completion date to August 2022.
 - SC-146 Woodruff Road Widening is scheduled to be completed in August 2022.
 - ◆ The concrete has been poured for the curb and gutter
 - ◆ Placing an asphalt base along Woodruff Rd and Scuffletown Rd
 - ◆ Storm drainage is nearing completion on Scuffletown Rd
 - Roper Mtn Road (RMR)/Roper Mtn Road Extension (RMRE) estimated completion date is May 2023.
 - ◆ Box culvert extension on RMR is 95% completed
 - ◆ Contractor has started the mechanically stabilized earth (MSE) wall
 - ◆ Drainage installation is approximately 70% completed on RMRE
 - ◆ Temporary paving has begun for the staged bridge construction
- Non-Guideshare Bridge Replacement projects were as follows:
 - S-75 Cherokee Rd over US-29 estimated completion for June 2024. The storm drain installation is underway. Preparation for the MSE wall has started and all erosion control, moving items, and clearing and grubbing have been completed.
 - S-140 over Shoal Creek estimated completion for June 2023. The bridge is closed, and demolition is underway for the existing bridge.
 - S-250 over Doddies Creek estimated completion for June 2023. The utility relocations are in progress. The closure is expected for the week of May 16, 2022.

Ms. Hailey made herself available for any questions.

Chairman Senator Rice asked if a report was available regarding a concern from Congressman Duncan at the last meeting regarding congestion at the SC-153 and I-85 interchange.

Ms. Hailey replied there was no report at this time.

Chairman Senator Rice stated the congestion at SC-153 and I-85 interchange potentially may be part of the I-85 widening project and requests this to be expedited.

Representative Cox inquired about the SC-75 Cherokee over US-29 project and asked if there would be a point during the construction when US-29 would not be available for passengers.

Ms. Hailey replied she would follow up with the SCDOT's construction office to confirm if there would be any anticipated road closures.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028:

Keith Brockington presented to the Committee members for the adoption of the Transportation Improvement Program (TIP) FY2023-2028. He explained this is a biennial update of the TIP as required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to comply with the SCDOT's Statewide Transportation Improvement Program (STIP). He reviewed the following changes as were included in the agenda packets:

Major changes made:

- The combining of FY 2020 and 2021 into the Previous Obligations column.
- The addition of FY 2027 and 2028 to the back end of the TIP.
 - Funding allocation of \$20.644 million per year was continued based on Bipartisan Infrastructure Legislation (BIL) and SCDOT increase of Guidesshare starting in FY2022.
- After coordination with SCDOT on funding allocation for projects, balancing the Guidesshare spending, and clearing completed or canceled projects. New Projects were added per the GPATS LRTP and SC Act 114. Details of these changes in the Financial Statement with additions and changes are highlighted in blue, with removals highlighted in red.
- Non-Guidesshare project additions and removals as requested by SCDOT.
- GTA/CAT FY2022 funding allocation is still available for GTA and CAT for FY2018 through FY2022. These years were merged into an FY2022 Summary column in the TIP to comply with the STIP.
- Transportation Alternatives (TA) Program FY2022 funding allocation.

Mr. Brockington made himself available for questions.

Representative Collins, with Pickens County, asked about the SC-183 Intersection Jameson Road Project roundabout and noticed in the status report this project is on hold, dependent on State Infrastructure Bank (SIB) application. He stated GPATS is no longer waiting on SIB and could construction now move forward for FY2023.

Ms. Lucas, Project Manager with the SCDOT, replied SCDOT had not received a notice to remove the hold from this project and deferred to the Policy Committee for their procedures to remove the hold.

Chairman Senator Rice asked if anyone who opposed moving forward was present, but there was no reply. He requested SCDOT to remove their hold and forward with the SC-183 Intersection Jameson Road Project.

MOTION: By Vice-Chairman Senator Turner, seconded by Representative Cox, to approve the Transportation Improvement Program FY2023-2028 as presented. The motion carried unanimously by voice vote. There were no objections.

UNIFIED PLANNING WORK PROGRAM FY2023 AMENDMENT:

Keith Brockington addressed the Committee members with an Amendment for the FY2023 Unified Planning Work Program (UPWP) included in the agenda packet. He advised GPATS had a carryover balance of \$228,242.00 for FY2022. The carryover balance will allow GPATS to issue a Call for Projects.

Mr. Brockington advised the City of Clemson applied for \$215,000.00 of the carryover funds and is included in the Element 403 Special Studies section of the UPWP.

Mr. Brockington made himself available for questions.

Chairman Senator Rice asked what the scope of this project was.

Mr. Brockington read the scope description from the application stating the project's goal is to complete a regional transportation study, develop a twenty-year plan for multiple municipalities to follow, improve the residents' quality of life, and promote alternative transportation options.

Mr. Brockington explained this was a broad scope, and GPATS would be working with the City of Clemson to develop the scope to comply with the application they submitted.

Mayor Halfacre of Clemson wants Committee members to know this study is a regional approach and not specific to the City of Clemson.

MOTION: By Representative Collins, seconded by Vice-Chairman Senator Turner, to approve the Unified Planning Work Program Amendment as presented. The motion carried unanimously by voice vote. There were no objections.

TITLE VI PROGRAM UPDATE:

Asangwua Ikein addressed that the Committee members from the GPATS 2021 Certification required an update to the Title VI documents to comply with FTA standards. These updates were as follows:

- GPATS Title VI Plan 2022
 - Updating Demographics Data with the latest US Census data
- Public Participation Plan (PPP) 2022
 - Updating GPATS Organization, History, and Committees section
 - Addition of virtual participation in public meetings
- Updating the DRAFT Limited English Proficiency (LEP) Plan 2022,
 - Updating Demographics Data with the latest US Census data.

Mr. Ikein made himself available for questions.

Mayor Shewmaker, with the City of Simpsonville, noticed the City of Simpsonville was missing from the PPP.

Mr. Ikein advised the correction to add the City of Simpsonville would be made to the PPP.

MOTION: By Mayor Shewmaker, seconded by Representative Burns, to adopt all Amendments to the Title VI, Public Participation Plan, and the Limited English Proficiency plans. The motion carried unanimously by voice vote. There were no objections.

SCDOT REGIONAL MOBILITY PROGRAM PRESENTATION:

Keith Brockington addressed the Committee members on the GPATS letter submitted to SCDOT on pedestrian safety requested at the last meeting. The letter was included in each agenda packet.

Mr. Brockington introduced Machael Peterson, SCDOT Statewide Planning Chief, who presented the SCDOT Regional Mobility Program presentation to the Committee members. He advised the presentation was received too late to be included in each agenda packet. He stated a copy of the presentation was placed at each table for viewing.

Ms. Peterson gave a brief history of the Governor's designation of Transportation Planning responsibilities to SCDOT and advised information in the presentation is based on the 2010 census. She stated the 2020 census is expected later this summer to early fall of 2022. SCDOT's responsibilities are as follows:

- Metropolitan Planning Organizations (MPO) and Council of Governments (COG) designations

- Coordination and approval of Transportation Improvement Programs (TIP) within the MPOs
- Statewide coordination and approval of TIP, including within the rural areas of the state

Ms. Peterson explained to Committee members the history of the Guideshare Funding formula and allocations for the MPOs and COGs as follows:

- Determine the overall MPO/COG Program funding level
- Divide the program into two categories MPO and COG
- Distribute the funding within the regional categories with a Total Program Level of \$138 million since FY2012
 - \$93 million, then allocated to the 11 MPOs (based on their relative share of the Study Area Population)
 - \$45 million, then allocated to the 10 COGs (based on their relative share of the Rural Population)

Ms. Peterson advised with the passing of the Infrastructure Investment and Jobs Act (IIJA) and additional funds received to the State, a total of \$100 million has been dedicated to the Guideshare funding program called the Regional Mobility Program. She stated of the \$100 million, SCDOT is anticipating MPOs/COGs to receive this funding over the next four to five years, making the total program budget \$238 million statewide. The 2010 census data was used for this calculation, along with the analysis of population versus funding. She stated a \$4 million minimum was set with a target to increase this minimum to \$5 million for MPOs/COGs. She reviewed the GPATS Guideshare amount increased by \$2.6 million.

Ms. Peterson explained the needs of the Regional Mobility Program would not only be for vehicles would also include bikes, pedestrians, freight, and transit. She reviewed the six policy elements essential to evaluate mobility for each region's transportation system. These were as follows:

- Access
- Time Efficiency
- Reliability
- Safety
- Travel Options
- Land Use Planning & Transportation Linkage

Ms. Peterson advised the SCDOT is taking a data-driven approach to transportation planning by collaborating with MPOs, COGs, and local jurisdictions. Once projects have been identified, this includes serving all users; projects are then analyzed, evaluated, and prioritized. She advised when the programs are implemented in projects, SCDOT will measure the success of those programs. She stated SCDOT's GIS mapping tool helps

visualize the needs from the data collected and asked GPATS to comment on the mapping tool for the GPATS area.

Representative Collins, with the County of Pickens Legislative Delegation, asked to confirm the goal for each MPOs/COGs is to reach \$5 million and does SCDOT compare the outputs of all the MPOs/COGs, for example, in an efficient study.

Ms. Peterson confirmed the goal is to increase the set floor amount from \$4 million to \$5 million and is unaware of any reports of the MPOs/COGs.

Representative Smith, with the County of Greenville Legislative Delegation, expressed his concerns:

1. Keep the focus on what GPATS' purpose is and not get bogged down in the process
2. Input versus actual decision making by the local authorities
3. Local officials experience firsthand on the ground to determine if the need is a good idea for an area

Ms. Peterson replied the decision-making continues to rest with the MPOs/COGs. She advised the input SCDOT receives from MPOs/COGs assists in what will work in their areas. This program does not preclude any MPOs/COGs from managing their programs.

Pamela Christopher, SCDOT Commissioner for the Third Congressional District, confirmed she listens to the concerns and tours the nine counties she represents. She wants to meet with each county and its mayors in the third district to discuss what they are witnessing and their long-range planning. She suggested the possibility of once a year bringing together a member from each county to discuss these concerns and then include those from the Fourth Congressional District to examine the whole upstate. She explained the approach must be looked at on a regional level as to where this goes, and SCDOT needs close collaboration with the MPOs/COGs for this Regional Mobility Program to be successful.

Representative Burns, with the Greenville County Legislative Delegation, asked in regarding moving the threshold up from \$4 million to \$5 million.

After a brief discussion, Ms. Peterson advised a formula was formally used incorporating vehicle miles traveled, which may need to be looked at again. She stated she could not comment on what formula would be used until it could be further analyzed after the 2020 census was released.

Representative Burns, with the Greenville County Legislative Delegation, announced at a Town Hall meeting in the northern end of Greenville County he attended last year. He stated the allocations to the upper part of the county in 2020 the state road miles in District 17 could never be repaired. There is also, if not an equal amount of county

roads in this same district. He wants SCDOT to consider the road miles needing to be maintained and not just population.

Ms. Peterson replied she would return to SCDOT with this concern and advised it is the same concern from others in the state.

NEW BUSINESS:

Keith Brockington spoke on the GPATS Transportation Alternative (TA) Program. He stated GPATS had received approximately \$1.3 million this year. After working through the uncertainty of issues with projects, GPATS plans to do a Call for Projects this summer. GPATS will be working with SCDOT to refine the GPATS TA Program. Reforming the Bicycle and Pedestrian Coordinating Committee (BPCC) was the first step and now has twelve members from the Study Team volunteers to help develop the program on how it is administered. Staff intends to bring the TA Program to the Study Team in July for their recommendation and then to the Policy Committee for approval, with projects for approval by the Policy Committee in October 2022.

Keith Brockington announced GPATS Staff is planning a kick-off to the required 5-year update to its Horizon2040 Long-Range Transportation Plan (LRTP). The update is minor and will update the GPATS demographics and the Travel Demand Model to re-rank projects. The accelerated schedule is as follows:

- May, June, and July – Data collection and analysis, survey distributed
- July – Public Input and Information Meetings
 - Seven Meetings in Greenville, Easley, Simpsonville, Greer, Clemson, Travelers Rest, and Williamston
- July & August – Draft 2045 LRTP Addendum to the Horizon2040 Plan
- September & October – Final Addendum Present for Adoption

Mr. Brockington stated staff would be working with the Study Team to conduct this LRTP update and provide updates to the Policy Committee, SCDOT, FHWA, and FTA.





Pamela Christopher, SCDOT Commissioner for the Third Congressional District, announced SCDOT Commissioner Woody Willard for the Fourth Congressional District had concluded his appointment with SCDOT. She gave tribute to Commissioner Willard for his service to the area and will be missed. She advised the Governor has appointed Max Metcalf as the next SCDOT Commissioner for the Fourth Congressional District.





ADJOURNMENT

MOTION: Without objection Chairman Senator Rice adjourned the meeting at 11:27 a.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

	 PROJECT SCOPE			 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES
GPATS TIP/ Guideshare	S-164 Batesville Rd Widening	0037686	Widen 2.2 miles of S-164 Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road. Design by Vaughn & Melton Consulting Engineers.	In Construction Est. Completion: 10/2022	Project Let 3/2019. Awarded to Eagle Construction, contract amount \$16.6M. Bridge construction over Rocky Creek is complete.	Due to traffic signal material supply and detection system change, change order 33 will extend the project to mid-October. Roadway final inspection has been scheduled for July 14, 2022.
	SC 146 Woodruff Rd widening	0039660	Greenville County - widen Woodruff Road from Scuffletown Road to Bennetts Bridge Road (SC 296) and improve Scuffletown Road between Woodruff Road and Adams Mill Road	In Construction Est. Completion: 9/2022	Project Let 4/2019. Awarded to Sloan Construction, contract amount \$9.7M. Utility relocation has been slow. A time extension for additional utility delay was approved.	Contractor placing built-up/leveling asphalt along Woodruff Rd/Scuffletown Rd. Concrete work continuous for C&G, sidewalk and driveway.
	Roper Mountain Rd.	0041471	Greenville County - Improvements between RMR Ext. and I-85; widen to 5 lanes with curb&gutter, sidewalk, & bike lanes from near RMR Ext. to Blacks Drive, and to 3 lanes for the remainder. Design by HDR.	In Construction Est. Completion: 05/2023	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. Utility Relocation work delaying start of construction work. Duke, GWS, Charter, and PNG are still in various stages of relocating.	Contractor paved left of centerline and swapped traffic into the temporary alignment on RMRE in advance of staring work on Phase I of the new bridge. Contractor continues to place drainage pipe on RMR.
	Roper Mountain Rd. Extension	0041472	Greenville County - Improvements between Pelham Road and Roper Mountain Rd.; 3 lanes with curb & gutter, sidewalk, & bike lanes. Design by HDR.			
	Woodruff Road Congestion Relief	P028743	The purpose is to reduce congestion on Woodruff Road; from Verdea Blvd. to Smith Hines Rd. NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering (ICE).	In NEPA Process Current Let Date: TBD	Fixwoodruffroad.com Public Hearing launched July 7-August 7, 2020. EA completed 4/2020, and FHWA Decision Document received 12/2020. Phase II contract with ICE executed 6/2021.	Preliminary RW plans to be submitted for review in August 2022.
	S- 107 Butler Road	P030553	City of Mauldin - Reconstruct existing 3 lane road with curb and gutter, bike lanes and sidewalks for approximately 1.7 miles from Brides Rd. to US 276 Main St.	In PE Current Let Date: 12/2024	Buildingabetterbutler.com PIM held 1/14/21. Additional coordination with City of Mauldin & 2nd PIM held 11/18/2021. Perferred design moving towards ROW plans.	Preliminary RW plans in review. DFR scheduled for 08.18.22.
	Garlington Road	P039274	Garlington Road (S-564) Corridor improvements from SC 146 to Roper Mountain Road.	In PL	Feasiblity study process kicked off 3/3/2022.	
	S-164 Batesville Rd.	P030554	Greenville County - S-164 Batesville Road Phase II, Pelham Rd. to the Parkway. Widen to 3 lanes with curb & gutter, and sidewalks.	on hold Current Let Date: TBD	Due to the uncertainty of the I-85 widening project, the ROW phase was moved to FY 2024, and Road Construction, Bridge Construction, Utility and CE&I Phases, and the let date were moved to FY 2025. When there is a clear path forward, funding will be adjusted accordingly.	
	SC 183 & Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a roundabout.	In RW	Project on-hold in 2017 per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183). In FY 2020-2025 TIP this project is removed from being on hold, and ROW is FY 2021	Project voted to be taked off of hold per May 2022 GPATS PC Meeting.Design will be reviewed for changes. Two tracts were secured during RW before placing on hold.
Interstate	I-85 Widening		Greenville County - from SC 153, Exit 40, to near SC 85, Exit 69: widen to 8 lanes.	In Planning	Expected to be a design-build project, tentative construction beginning 2025.	
	I-85 Widening	P027114	A design-build project to widen I-85 from S-57 (Gossette Rd) at Exit 80 to SC 18 Shelby Highway) at Exit 96.	Est. Completion: 8/2021	Awarded to: Blythe/Zachry (\$435,576,907)	

<div>PROJECT SCOPE</div>				<div>CURRENT STATUS</div>	<div>PAST UPDATE SUMMARY</div>	<div>UPDATES</div>
Bridges	S-75 Cherokee Rd. over US 29	0031268	Anderson County - S-75 Cherokee Road over US 29 bridge replacement	In Construction Est. Completion: 6/2024	ROW acquisition is 75% complete. Awarded to Thrift Development Corporation - \$11.2M. Pre-con held 1.20.22.	The contractor is planning to begin the MSE wall construction when the area dries up sufficiently. The Buildup for the roundabout, storm drain installation, clearing and grubbing and the in contract water line relocation are all currently underway as well. The Contract is at 24% completion.
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith	In ROW Current Let Date: 05/2024	SCDOT 10 Year Plan Bridge Replacement. Preliminary geotechnical exploration and analysis underway. Alternative analysis study completed. PIM held 8/26/2021.	ROW acquisition underway.
	S-140 over Shoal Creek	P037693	S-140 (Hunts Bridge Road) over Shoal Creek Bridge Replacement (Y1 Off-System Bridges)	In Construction Est. Completion: 6/2023	SCDOT 10 Year Plan Bridge Replacement. Let 8/2021. Contract awarded to Clearwater Construction - \$3.3M. Notice to Proceed issued 9/23/21	Bridge closed 4/6/22, Road re-alignment and demolition underway.
	S-250 over Doddies Creek	P037696	S-250 (Hester Store Road) over Doddies Creek Bridge Replacement (Y1 Off-System Bridges)	In Construction Est. Completion: 6/2023		Bridge closed 6/20/22. Road re-alignment and demolition underway.
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	In PE Current Let Date: 02/2023	Design underway. Mead & Hunt held DFR 06.22.22.	Preliminary plans in review. Public Involvement Plan and website in development.
	S-125 over Saluda River	P037701	S-125 (Freeman Bridge Road) over Saluda River Bridge Replacement. (Y1 Off-System Bridges)	In ROW Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase. Construction plans in development.	Construction plans complete. Securing required certifications for letting.
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	In PE Current Let Date: 12/2028	DFR held 05.24.22. PIM held on 06.21.22. Public comment period ended 07.06.	RW plans in QC review.
TAP & LPA	Woodside Streetscape	0042551	City of Fountain Inn - new sidewalks and shared use path beginning at Fairview Street & Diamond Tip Blvd extending along Woodside Ave and ending at the intersection of Jones St & Wall St. w/ new alignment through Woodside Park.	In Letting Prep Current Let Date: TBD	ROW complete. Project submitted to letting prep for May 2022 letting.	Project let in May 2022. No acceptable bids received. Scope revisions forthcoming to reduce construction cost.
	Woodside Park Connector	P038173	City of Fountain Inn - Converting existing trail connecting Woodside Park to Fairview St Park to an 11' wide shared use path. Design by AECOM.	In ROW Current Let Date: 09/2022	Let date has shifted to allow time for utility coordination and funding resolution with the City.	Let date has shifted to allow time for funding resolution with the City.
	Riverside Middle School Sidewalk	P030103	Town of Pendleton TAP - Repair existing & add new sidewalk & ped crossings & improve drainage along Riverside St from Thompson St to Riverside Middle School.	In ROW Current Let Date: 09/2022	Project let date shifted to allow time for funding resolution with ACSD 4.	
	Town of Central Connector	P041351	Town of Central will build an approximately 3,000 LF bike/ped path (Green Crescent Trail) along SC 93 (Main St) from Church St to Tarrant St that connects the areas surrounding the downtown district.	In Planning Current Let Date: TBD		FPA has been executed. Design to begin soon.
Fed. Ear.	West Georgia Rd (S-272) Improvements	P038375	Intersection improvements along W Georgia Rd at Neely Ferry, E Standing Springs Rd, & Rocky Creek Rd. Widening from Kettle Oak Way to Rio Grande and Morning Mist Ln to Malibu Ln	In PE Current Let Date: 12/2023	ROW plans QA review underway. RW obligation shifted to 05/22 to allow time for review comments to be closed out.	RW estimate over programmed budget. Project scope revisions forthcoming. RW obligation to be moved out.

SCDOT PROJECT UPDATES

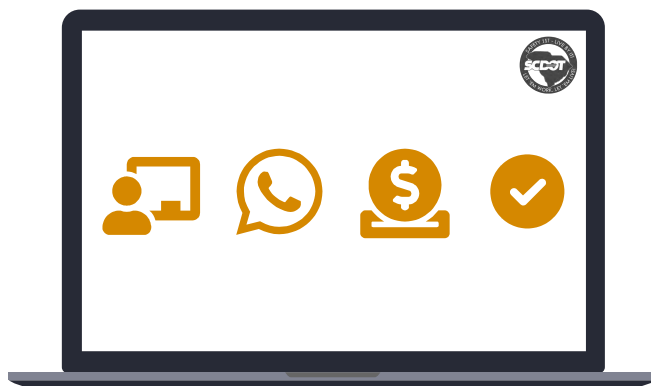
GPATS Policy Committee Meeting
August 15, 2022

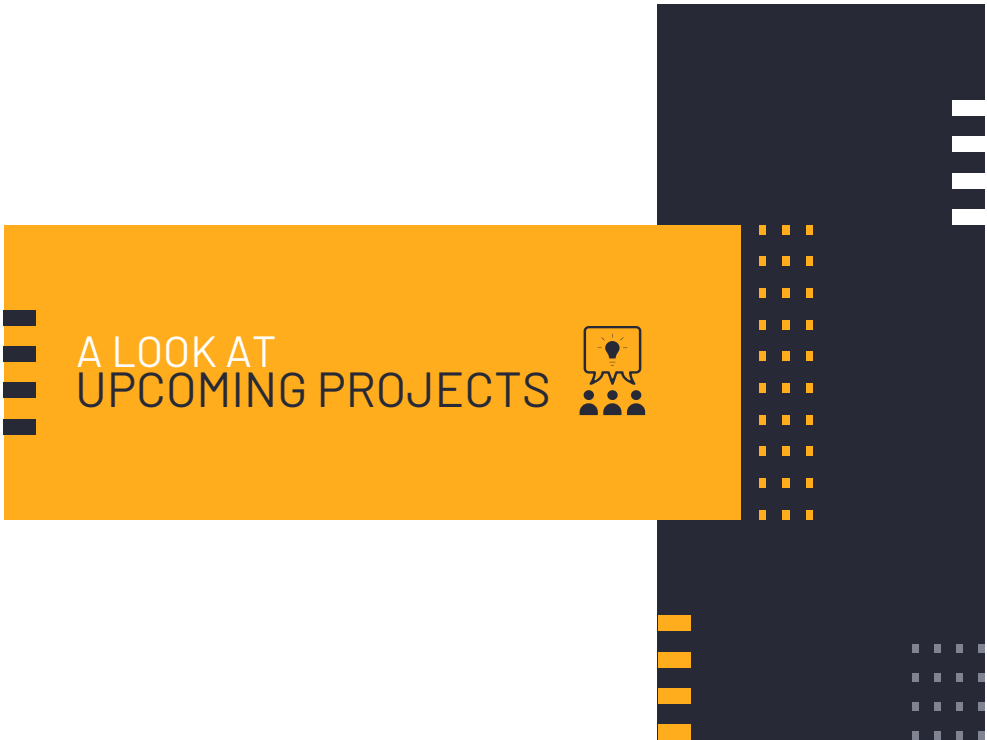


Hello!

Erica Hailey

SCDOT Assistant Program Manager







UPCOMING PROJECTS

Town Of Central Connector

- \$643k GPATS TAP funding
- TAP award letter sent to Town Central 12/15/21
- Executed FPA received from Town of Central
 - Design to follow



5

A LOOK AT PROJECTS
IN DESIGN





PROJECTS IN DESIGN

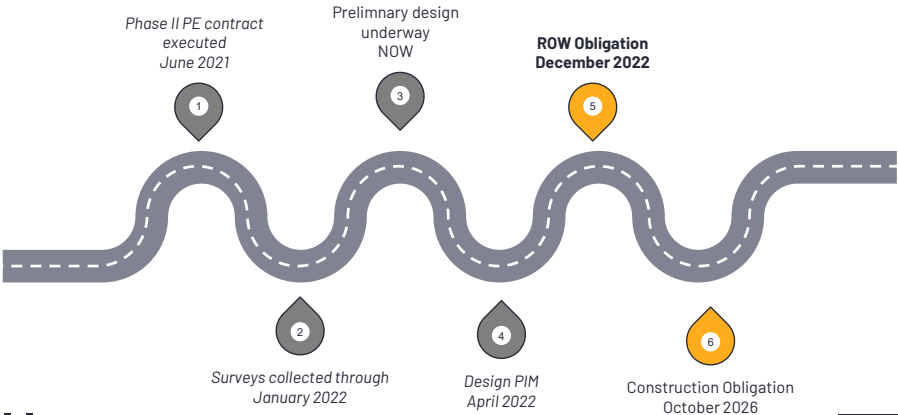
Woodruff Road Congestion Relief



[FixWoodruffRoad.com](https://www.FixWoodruffRoad.com)

7

WRCR ROADMAP



8



PROJECTS IN DESIGN

S-107 Butler Road

- Preliminary RW plans in Review
- DFR scheduled for 8.18.22
- Project Schedule:
 - ROW Obligation: Fall 2022
 - CON Obligation: Fall 2024



buildingabetterbutler.com

9

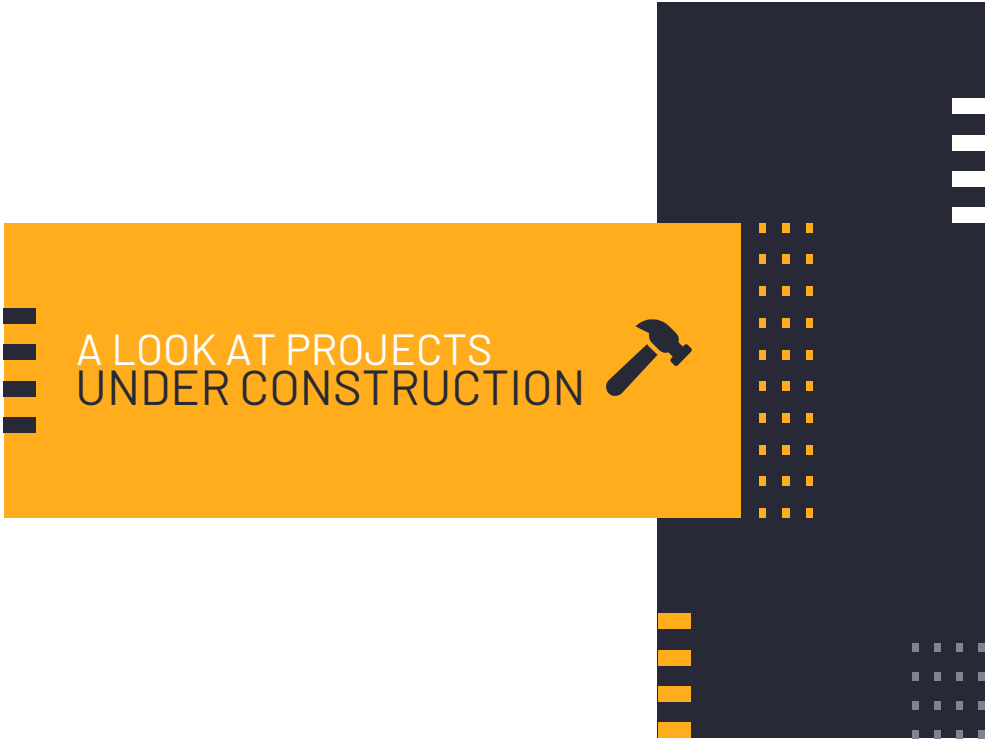


PROJECTS IN DESIGN

- Riverside Middle School Sidewalk
 - \$250K GPATS TAP Funding
 - ⚠ Coordinating with ACSD 4 to secure additional TAP funding for letting
- Fountain Inn Woodside Streetscape
 - Design by Arbor Engineering
 - \$180K GPATS TAP Funding
 - **Bids rejected for May 2022**
 - Revised scope needed
- Fountain Inn Woodside Connector
 - Design by AECOM
 - \$351K GPATS TAP Funding
 - ⚠ Coordination with FI to secure additional TAP funding



10



A LOOK AT PROJECTS
UNDER CONSTRUCTION





S-164 Batesville Rd. Widening

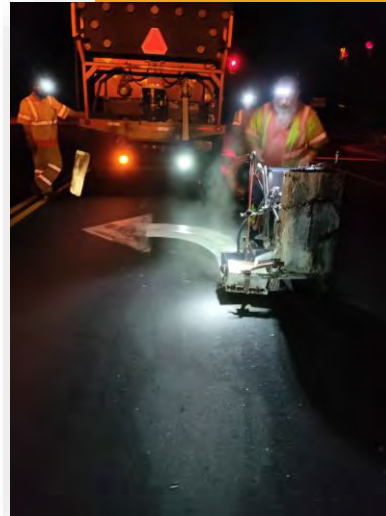
- Awarded to Eagle Construction Company 3/2019
- Work began 6/2019
- Anticipated Completion 10/2022





RCE UPDATE

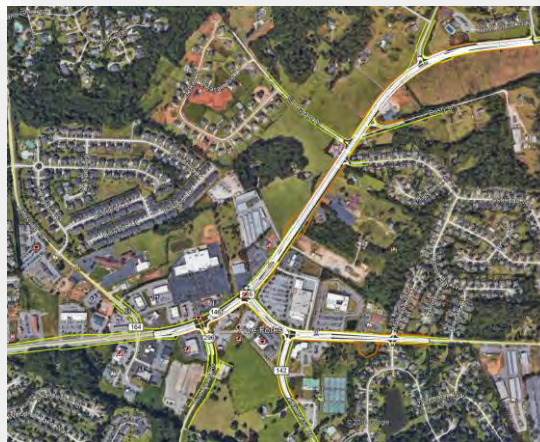
- Roadway final inspection completed 07.14.22
- All punchlist items will be completed by 9/1/22
- Project Delays:
 - Traffic Signal Material ordered (Availability 12-16 weeks)
- New anticipated completion date October 2022



13

SC 146 Woodruff Rd. Widening

- Awarded to Sloan Construction 4/2019
- Work began 7/2019
- Anticipated Completion 9/2022



14



RCE UPDATE

- Concrete work ongoing for C&G, sidewalk, and driveways
- Contractor placing built-up/leveling asphalt along Woodruff Rd/Scuffletown Rd



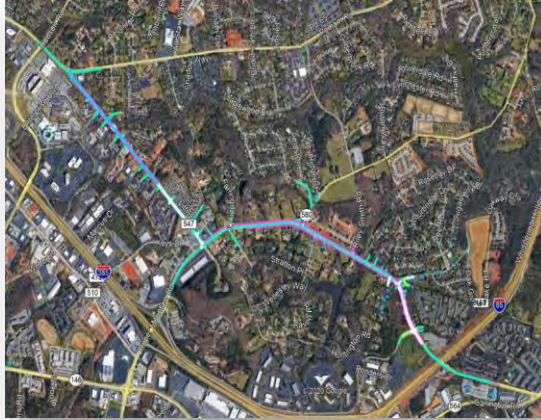
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16

Roper Mtn Rd/Roper Mtn Rd Extension

- GPATS Guideshare
- Awarded to Eagle Construction 04/2020
- Anticipated Completion 05/2023



17



RCE UPDATE

- Contractor paved left of centerline and swapped traffic into the temporary alignment on RMRE in advance of starting work on Phase I of the new bridge.
- Contractor continues to place drainage pipe on RMR.



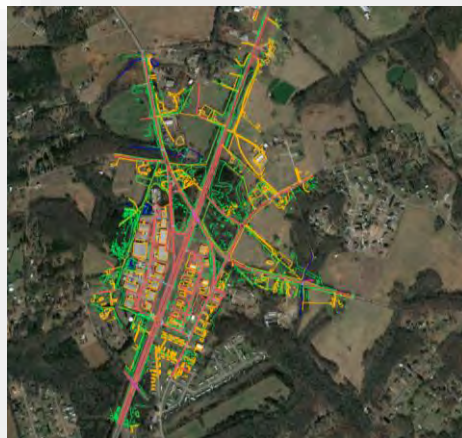
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19

S-75 Cherokee Rd. over US 29

- Non-Guideshare Bridge Replacement
- Anderson County
- Awarded to Thrift Development
- Anticipated Completion 06/2024



20



RCE UPDATE

- Preparations for MSE wall have started
- The Buildup for the roundabout, storm drain installation, clearing and grubbing and the in contract water line relocation are all currently underway



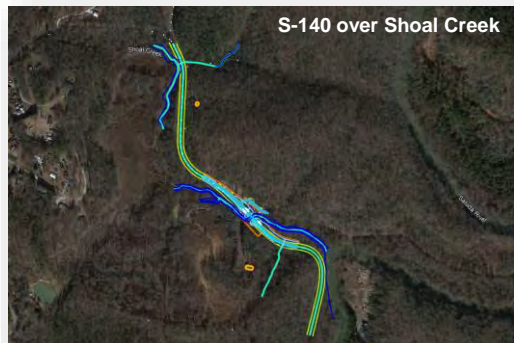
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22

S-140 & S-250

- **Non-Guideshare Bridge Replacement**
- **Pickens County**
- **Awarded to Clearwater Construction**
- **Anticipated Completion 06/2023**



RCE UPDATE

- S-140 bridge closed on 4/6/22 w/ Road re-alignment and demolition underway.
- S-250 bridge closed on 6/20/22 w/ Road re-alignment and demolition underway.





Thank you!

Any questions?

You can contact me at:

- HaileyEY@SCDOT.org
- 803-737-4848

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Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 15, 2022

SUBJECT: Safe Streets and Roads for All (SS4A) Grant Opportunity

A major grant from the Infrastructure Investment and Jobs Act has been announced, the Safe Streets and Roads for All Grant, or SS4A.

Details on this grant opportunity can be found here:

<https://www.transportation.gov/grants/SS4A>

Asangwua Ikein will make a presentation to the Policy Committee regarding the known particulars of the grant. Please find the slides included in this packet as **Attachment 3.2**.

This item is being presented for informational purposes only, and no action is required from the Policy Committee at this time.

SAFE STREETS AND ROADS FOR ALL (SS₄A) DISCRETIONARY GRANT OPPORTUNITY

By Asangwua Ikein

05/26/2022

Before we get started...

- PLEASE, FEEL FREE TO ASK QUESTIONS.
- YOUR QUESTIONS MIGHT HELP SOMEONE ELSE WHO MAY HAVE THE SAME QUESTION.
- IT MAY ALSO LEAD TO MORE QUESTIONS THAT LEAD TO CLARIFICATION AND UNDERSTANDING.

Grant Purpose

- Grant purpose to protect roadway users from being killed or serious injured (KSI).
 - ...the fiscal year (FY) 2022 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators

Important Details

- Grants have a five-year horizon.
- Can be paired with plans to build climate resiliency.
 - USDoT looks favorable upon projects that reduce greenhouse gases, promotes climate resiliency, and environmental justice.
- Can be paired with job training programs.
 - USDoT looks favorable on project that provide workforce training and apprenticeships.

Important Details

- Potential for pre-award state.
 - Unless authorized by DoT in writing after DoT's announcement of FY 2022 SS4A grant awards, any costs incurred prior to DoT's obligation of funds for activities ("pre-award costs") are ineligible for reimbursement.
- USDoT looks favorable on multijurisdictional applications.
- Local match is **20% MINIMUM**.
 - An Action Plan Grant
 - max application for an MPO is \$5 million.
 - An Implementation Plan Grant
 - max application for an MPO is \$50 million.
- Local match **MUST** come from local jurisdictions or SCDoT.
 - GPATS guideshare, which is federal funding, **CAN'T** be used as the local match because federal funding **CAN'T** be used to match federal funding.

Due Date

- Applications must be submitted by 5:00 PM EDT on Thursday, September 15, 2022. Late applications will not be accepted.

Important Details

- An Applicant can apply for an Action Plan Grant or an Implementation Grant, **not both**.

Action Plan Components

1. Leadership Commitment and Goal Setting
 - a. MPO or County MUST make public commitment.
 - b. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:
 - (1) the target date for achieving zero roadway fatalities and serious injuries,
- OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

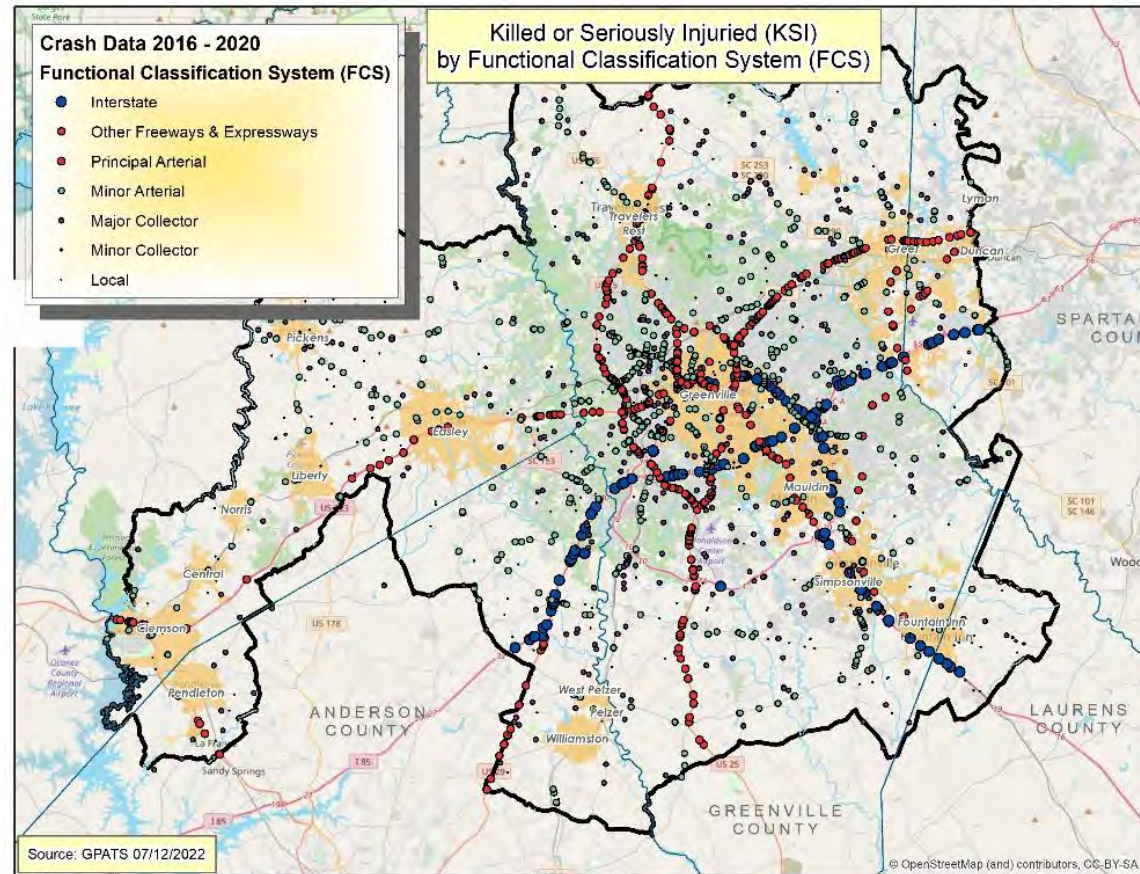
Action Plan Components

2. Planning Structure

- a. A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
 - i. This could be Study Team but may need another subcommittee.

1. Death and Serious Injuries are Unacceptable

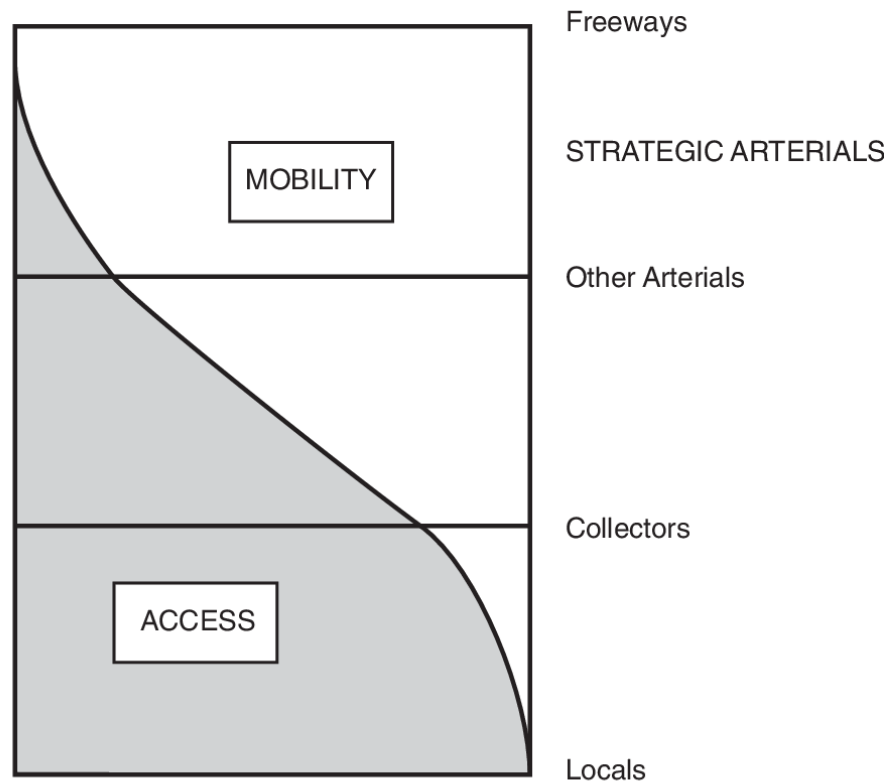
While no crashes are desirable, the Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries since no one should experience either when using the transportation system.



1a. Death and Serious Injuries are Unacceptable

	GPATS 2016-2020 Crash Data															
	Total Incidents				Killed or Seriously Injured (KSI)				Deaths				Amount of Roadway			
	Counts		Percentages		Counts		Percentages		Counts		Percentages		Miles		Percentage	
Rural -- Local	1,683		1.54%		72		3.84%		17		3.57%		1,006.07		17.86%	
Rural -- Minor Collector	161		0.15%		13		0.69%		3		0.63%		28.58		0.51%	
Rural -- Major Collector	2,233		2.05%		97		5.17%		27		5.67%		255.44		4.53%	
Rural -- Minor Arterial	1,806		1.65%		64		3.41%		29		6.09%		67.18		1.19%	
Rural -- Principal Arterial	622		0.57%		35		1.87%		12		2.52%		14.83		0.26%	
Rural -- Other Freeways & Expressways (Controlled Access)	372		0.34%		5		0.27%		3		0.63%		10.02		0.18%	
Rural -- Interstate	321		0.29%		10		0.53%		2		0.42%		4.82		0.09%	
Urban -- Local	12,335		11.30%		204		10.87%		34		7.14%		3,148.51		55.88%	
Urban -- Minor Collector	98	76,094	0.09%	69.70%	1	1,220	0.05%	65.03%	-	306	0.00%	64.29%	13.46	1,020.11	0.24%	18.11%
Urban -- Major Collector	15,677		14.36%		302		16.10%		66		13.87%		558.42		9.91%	
Urban -- Minor Arterial	33,858		31.01%		505		26.92%		120		25.21%		332.30		5.90%	
Urban -- Principal Arterial	26,461		24.24%		412		21.96%		120		25.21%		115.93		2.06%	
Urban -- Other Freeways & Expressways (Controlled Access)	673		0.62%		25		1.33%		5		1.05%		16.35		0.29%	
Urban -- Interstate	12,868		11.79%		131		6.98%		38		7.98%		62.28		1.11%	
Total	109,168		100.00%		1,876		100.00%		476		100.00%		5,634.18		100.00%	

Relationship between Roadway Classification and Function



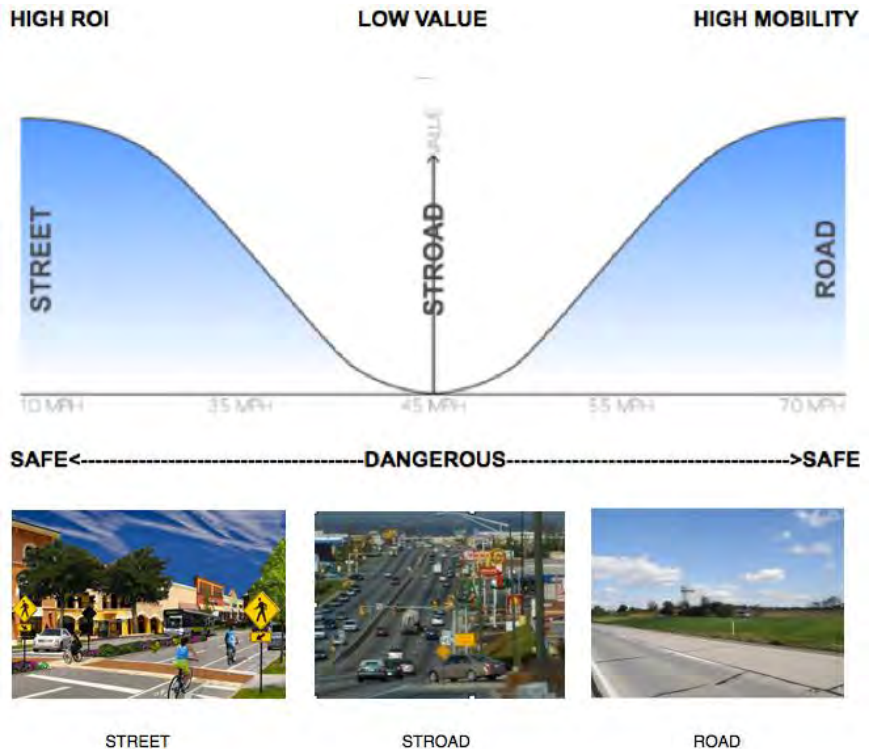
(Source: ITE Committee 6Y-19, Planning Urban Arterial and Freeway Systems, Institute of Transportation Engineers, Washington, D.C., 1988.)

1b. Death and Serious Injuries are Unacceptable

Arterials and Collectors are Dangerous

...conflicts occur when the roadway is designed to serve mobility and access simultaneously, also known as a **stroad** – a street/road hybrid.

Arterials and collectors qualify as **stroads** because they're designed to balance street access and road mobility. These **stroads**, in GPATS, make up 18.11% of the total roadways within GPATS while accounting for 69.7% of all traffic incidents.



1c. Death and Serious Injuries are Unacceptable

Greenville-Anderson-Mauldin is 17th on the top 20 for death rates.

IV. The most dangerous places to walk in the United States

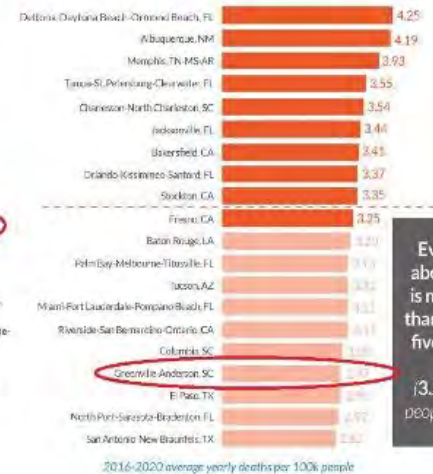
The top 20 most dangerous metro areas

This map highlights the 20 most dangerous metropolitan areas in the United States for people walking between 2016 and 2020, ranked by average yearly deaths per 100,000 people.

As in previous versions of this report, metro areas within the southern half of the US account for a sizable portion of the top twenty most dangerous metro areas in the nation. The top 20 list includes 16 of that region's major metro areas, including seven from Florida.



The ninth most deadly metro in 2022 would have topped this list five years ago



Every metro above this line is more deadly than the #1 rate five years ago.

(3.28 per 100k people, 2011-15)

2016-2020 average yearly deaths per 100k people

1d. Death and Serious Injuries are Unacceptable

Greenville-Anderson-Mauldin is NOT improving and is becoming deadlier.

Rankings shift around, but all of the most deadly metros are getting worse

The rankings within each edition of this report shift and metro areas may slide up and down, but **every single one of the 20 most deadly metro areas has grown more deadly over the last decade.** As the graphic on the previous page shows, a fatality rate that would have topped these rankings five years ago is only good enough for nineteenth, deadlier this time around.

No top 20 metro area that improved their position in this edition achieved that feat because they reduced their fatality rate. All 20 have grown more deadly. (See the graphic on the right.)

The metros that have slid down ("improved") in the rankings have done so not because they have gotten safer, but because other metro areas have grown more deadly at astonishing rates, such as **Albuquerque, Memphis, Charleston, Stockton, and Fresno.** (See the graphic on the following page.)

No metros in the top 20 are improving

All have gotten significantly more deadly



*Dangerous by Design, 2022 rank in parentheses

1e. Death and Serious Injuries are Unacceptable

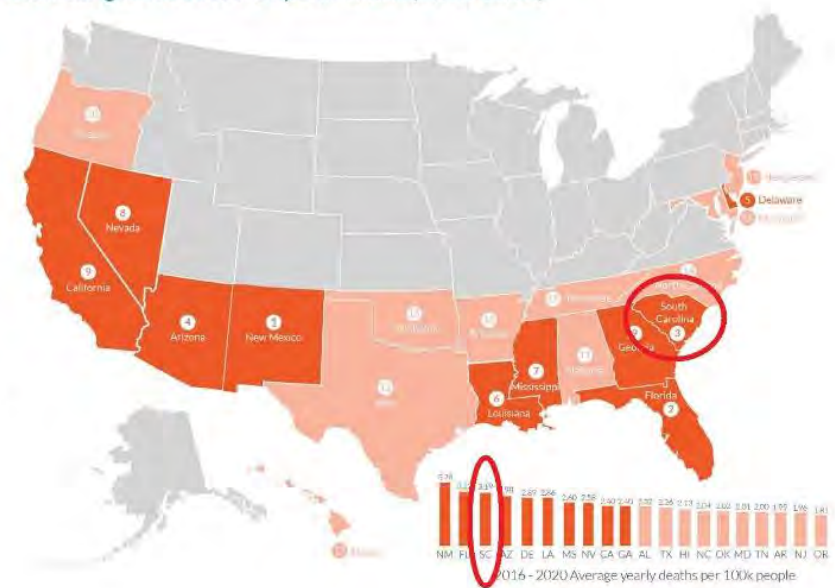
South Carolina is 3rd on the top 20 list for deadliest states.

The top 20 most deadly states for pedestrians (2016-2020)

The graphic at right depicts the top twenty states with the highest number of pedestrian deaths.

States in the southern half of the US are again overrepresented in the top ten most dangerous states, which is not surprising. The bulk of the growth and development in these regions has taken place in an era (post-1960) where low-density sprawling land uses and high-speed, multi-lane arterial highways have been the dominant form, with historic amounts of state and federal transportation funding poured into street designs that are deadly for everyone, especially people walking.

THE TOP 20 Most dangerous states for pedestrians (2016-2020)



DANGEROUS BY DESIGN 2022

1f. Death and Serious Injuries are Unacceptable

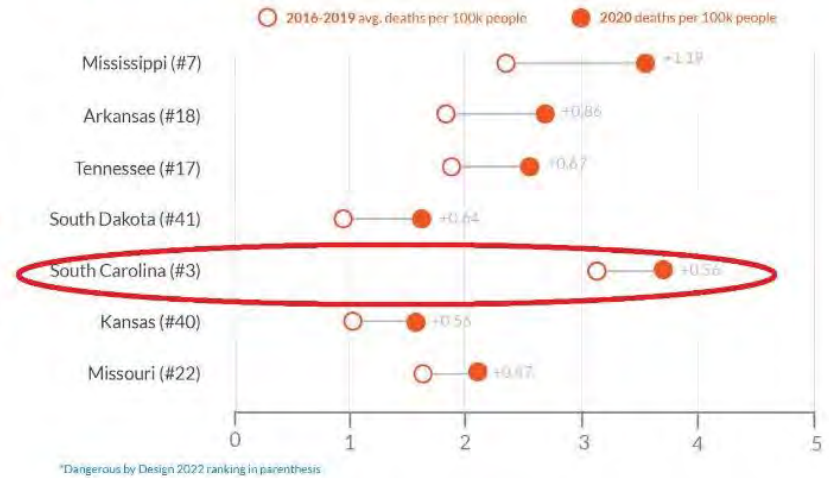
South Carolina is one of the states that saw the biggest increase in death rates.

What happened during the pandemic at the state level?

Unfortunately, even though driving overall dropped precipitously, only 18 states saw their fatality rates decrease during the pandemic (compared to the previous four years) and, similar to our findings in metro areas, those decreases were mostly marginal.

Mississippi, Arkansas, Tennessee, and South Dakota saw the biggest increase in the rates of death during the pandemic compared to the previous four years. These states are also among the top twenty most dangerous states overall.

Largest increase in pre-pandemic vs 2020 death rates



2. Humans Make Mistakes

- People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.

2. Safe Vehicles

- Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.
 - Safety guidelines are mandated at the federal level and, unfortunately, don't include metrics for the safety of people outside of vehicles. Nevertheless, jurisdictions have moved to curve the deaths and serious injuries on their roadways by implementing roadway registration fees based on vehicle weight.

3. Safe Speeds

Type of infrastructure and traffic	kilometers per hour (kph)	miles per hour (mph)	Notes
Locations with possible conflicts between people walking and driving.	30	18.65	Local Streets Shared use streets.
Intersections with possible side impacts between people driving.	50	31.08	Collectors Roadway speed mustn't exceed 30mph on road that cross multiple intersections. People walking and biking MUST be separated from people driving. Driveways/Minor streets can only be right in/out.
Roads with possible frontal impacts between people driving.	70	43.51	Arterials Two-directional roadways with speeds exceeding 45mph need median separation. People walking and biking MUST be separated from people driving. Driveways/Minor streets can only be right in/out.
Roads with no possibility of a side impact or frontal impact (only impact with the infrastructure).	100+	62.15+	Highways <u>Limited or Restricted Controlled Access</u> - No intersections or curbcuts. Must access through ramps. <u>Partial Controlled Access</u> - Intersections and curbcuts allowed but left and right turn lanes needs to access intersections and curbcuts.

3. Humans Are Vulnerable

People have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

The human body can tolerate getting hit by a vehicle traveling at 30kph (18.65mph) (Whitelegg & Haq, 2007). The average midsize sedan weighs 3,300lbs. Traveling at 18.65mph, the average midsize sedan produces 51,984J of kinetic energy.

Traveling at 20mph, the average midsize sedan produces 59,814J of kinetic energy as demonstrated by the Table to the right. Doubling speed quadruples kinetic energy.

			Mass			Velocity		Kinetic Energy (J)
			Pounds (lbs)	Comparative Roadway Damage (Ratio)	Kilograms (kg)	Miles per Hour (mph)	Meters per Second (m/s)	
Average Bicycle			18	8.85E-10	8.2	20	8.9	326
						30	13.4	734
						40	17.9	1,305
Average Motorcycle			700	2.02E-03	317.5	20	8.9	12,688
						30	13.4	28,548
						40	17.9	50,751
Midsize Sedan			3,300	1	1,496.6	20	8.9	59,814
						30	13.4	134,582
						40	17.9	239,256
Light Trucks	Class 1	Minivans, Cargo Vans, SUV, Pickup Truck	6,000	11	2,721.1	20	8.9	108,753
						30	13.4	244,694
						40	17.9	435,011
	Class 2	Minivans, Cargo Vans, Full-Size Pickup Truck, Step	10,000	84	4,535.1	20	8.9	181,255
						30	13.4	407,823
						40	17.9	725,019
	Class 3	Walk-In, Box Truck, City Delivery, Heavy-Duty Pickup	14,000	324	6,349.2	20	8.9	253,757
						30	13.4	570,953
						40	17.9	1,015,027
Medium Trucks	Class 4	Large Walk-In, Box Truck, City Delivery, Heavy-Duty Pickup	16,000	553	7,256.2	20	8.9	290,008
						30	13.4	652,517
						40	17.9	1,160,030
	Class 5	Bucket Truck, Large Walk-In, City Delivery	19,500	1,219	8,843.5	20	8.9	353,447
						30	13.4	795,255
						40	17.9	1,413,787
	Class 6	Beverage Truck, Single, Axle, School Bus, Rack Truck	26,000	3,853	11,791.4	20	8.9	471,262
						30	13.4	1,060,340
						40	17.9	1,885,050
Heavy-Duty Trucks	Class 7	Truck Tractor, Refuse, Furniture, City Bus Transit	33,000	10,000	14,966.0	20	8.9	598,141
						30	13.4	1,345,817
						40	17.9	2,392,563
	Class 8	Sleeper Cab, Truck, Tractor, Dump Truck, Cement Truck	80,000	345,386	36,281.2	20	8.9	1,450,038
						30	13.4	3,262,586
						40	17.9	5,800,152

5a. Post-Crash Care

The claim that "94% of accidents occur because of human error" is mythical/erroneous.

Origins of the 94 percent claim

The National Highway Traffic Safety Administration's Critical Reasons for Crashes Investigated in the National Motor Vehicle Crash Causation Survey is the primary source for the claim. But the administration itself makes it clear that the 94 percent statistic should not merely be used in a vacuum (emphasis added):

The critical reason is the immediate reason for the critical pre-crash event and is often the last failure in the causal chain of events leading up to the crash. Although the critical reason is an important part of the description of events leading up to the crash, it is not intended to be interpreted as the cause of the crash nor as the assignment of the fault to the driver, vehicle, or environment.

Haddon Matrix Applied to Motor Vehicle Crashes				
PHASES	FACTORS			
	Host/ People Driving or Passenger	Vehicle/Vector (objects that transmit kinetic energy)	Physical Environment	Social Environment (Traffic Safety Culture)
Pre-Event (Before the crash occurs)	<ul style="list-style-type: none"> • People Driving vision • Alcohol Impairment • People Driving experience/ ability • People Driving knowledge • Restraint/ helmet choice • People Driving rested and attentive 	<ul style="list-style-type: none"> • Maintenance of brakes and tires • Speed of travel • Load characteristics • Anti-lock braking system (ABS) • Electronic stability control (ESC) 	<ul style="list-style-type: none"> • Adequate roadway markings • Divided highways • Roadway lighting • Intersection configuration • Road curvature • Adequate shoulders and rumble strips 	<ul style="list-style-type: none"> • Public / community attitudes on drinking and driving • Impaired driving laws • Graduated licensing laws • Speed limits • Enforcement and adjudication of traffic laws • Support for injury prevention programs
Event (During the crash)	<ul style="list-style-type: none"> • Spread out energy in time and space with seat belt/ airbag use • Child restraint use 	<ul style="list-style-type: none"> • Vehicle size • Crashworthiness of vehicle- crash space, crush resistance, safety rating 	<ul style="list-style-type: none"> • Guard rails, median barriers • Presence of fixed objects near roadway • Roadside embankments 	<ul style="list-style-type: none"> • Adequate seat belt and child seat laws • Motorcycle helmet laws
Post-Event (After the crash)	<ul style="list-style-type: none"> • Crash victim's overall health • Age of victim 	<ul style="list-style-type: none"> • Gas tanks designed to minimize fires • On-Star or other automated crash notification and GPS locator 	<ul style="list-style-type: none"> • Availability of effective EMS systems and staffing • Effective incident site management • Distance to quality trauma care • Rehabilitation programs available 	<ul style="list-style-type: none"> • Policies and funding supporting emergency and medical response systems • Public support for trauma care and rehabilitation • EMS training • Resources and programs for psychological recovery from trauma

SS4A Grant Priorities

- Promote safety;
- Employ low-cost, high-impact strategies that can improve safety over a wider geographic area;
 - Mobility & Thoroughfare Plan (MTP) strategies include a “Safety Toolkit” and “Tactical Urbanism” as ways to meet low-cost, high-impact strategies.
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies; and
- Align with the Department’s mission and with priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

Complete Streets

Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges,”

1. Safety
2. Connectivity
3. Accessibility
4. Equity
5. Performance
6. Research and Guidance
7. Funding for Infrastructure Investments
8. Context-Sensitive Design and Design Flexibility

1. Safety

- Calls for working toward a future where transportation-related serious injuries and fatalities are eliminated
 - One notable change in the 2021 infrastructure law: **Cities are now free to depart from the MUTCD's speed-focused design guidelines and use safer street design guidelines** from the National Association of City Transportation Officials (NACTO) when using federal money, **even when states prohibit it through their own design regulations**. The American Association of State Highway and Transportation Officials (AASHTO) also provides newer guidance on street designs for bicyclists and pedestrians, which can be used by cities or states.

Because this was asked in Study Team

- If my MPO is applying for an Action Plan grant, can my municipality also apply, or do we need to participate in a joint application?
 - Separate Action Plan Grant applications for similar jurisdiction areas are permitted. However, **duplicative Action Plan Grant requests will be flagged during the application review process, and DOT may decline to fund duplicative applications irrespective of their individual merits.** Joint applications are encouraged but are not required.

Questions?



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 15, 2022

SUBJECT: GPATS Horizon 2045 Long-Range Transportation Plan Update

The GPATS Horizon2045 LRTP Update is proceeding with all due speed. As this is a minor update, it is being done internally by GPATS Staff.

The Update is currently deep into Public Engagement, with the completion of the seven public meetings and the MetroQuest survey live through August. Staff is transitioning into Analysis of what we have heard and will begin to Rank projects soon.

Keith Brockington will be giving an update on the progress of the meetings, what we are hearing, and the next steps in Draft Plan development. Please find the slides included in this packet as **Attachment 3.2**

This item is being presented for informational purposes only, and no action is required from the Policy Committee at this time.

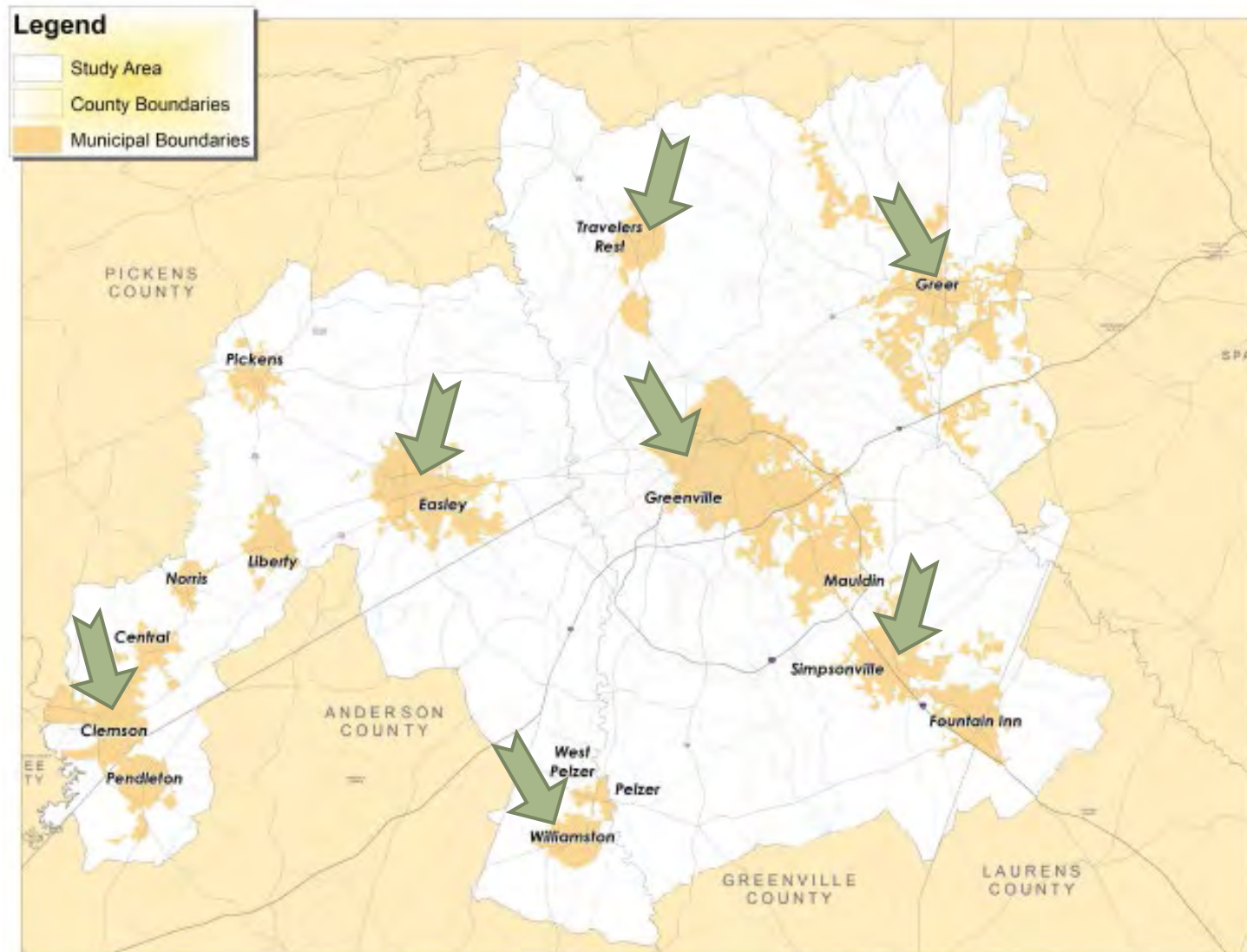
GPATS HORIZON2045 AUGUST UPDATE – GPATS POLICY COMMITTEE

8/15/2022 – Keith Brockington, AICP

Progress to Date

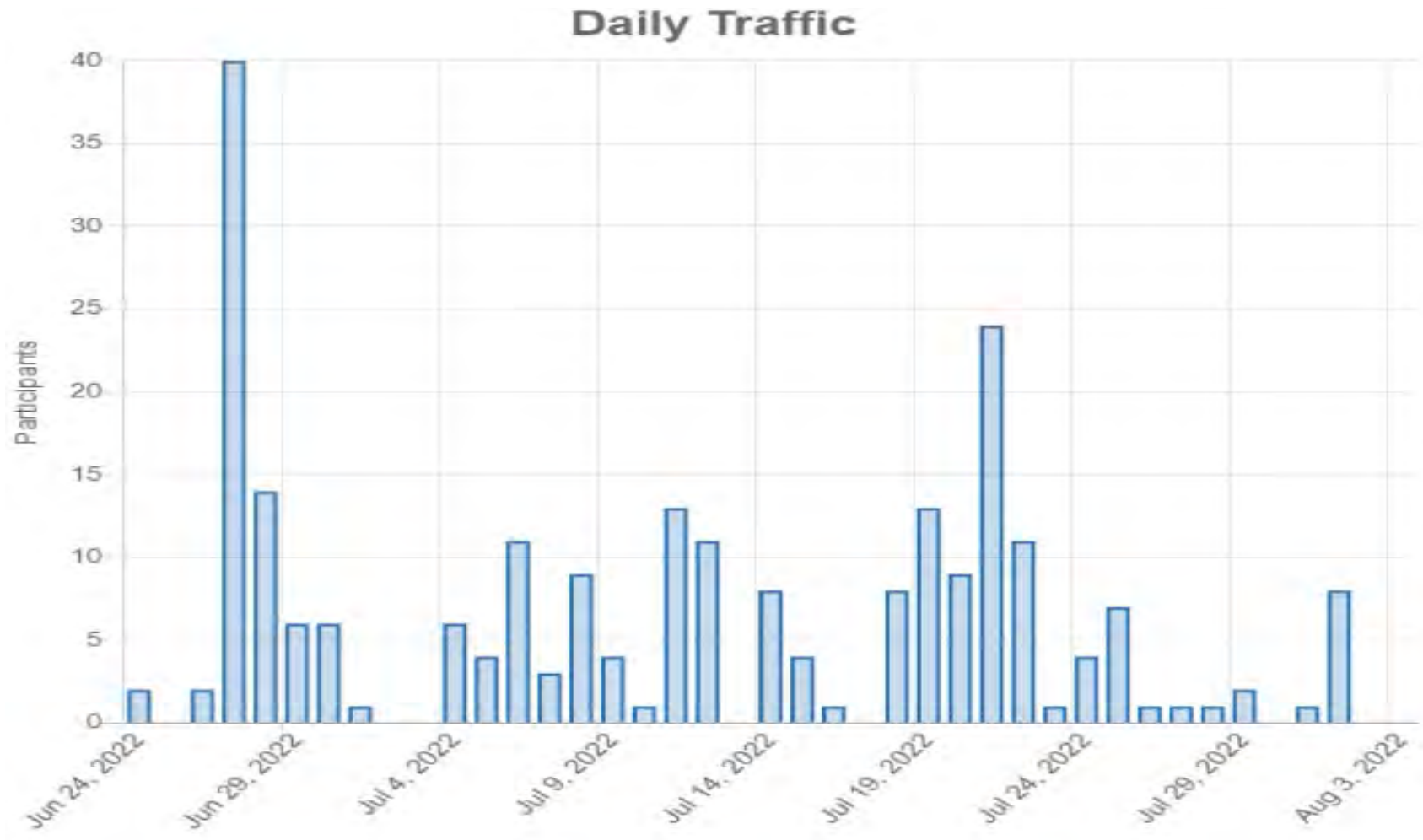
- Demographics and Travel Model Updated
 - Travel Model full update will occur later this year with ACOG and SCDOT
- Public Engagement Underway
 - MetroQuest Survey is LIVE! Access from www.gpats.org
 - Will remain open through the month of August
 - Public Input Sessions are underway:
 - Greer, 7/7: 7 Participants
 - Simpsonville, 7/8: 11 Participants
 - Greenville, 7/11: 17 Participants
 - Travelers Rest, 7/14: 7 Participants
 - Williamston on 7/19: 5 Participants
 - Clemson on 7/21: 16 Participants
 - and Easley on 7/23: 18 Participants
 - **Total Public Input Session Participants: 74**

Regionally Representative Meetings

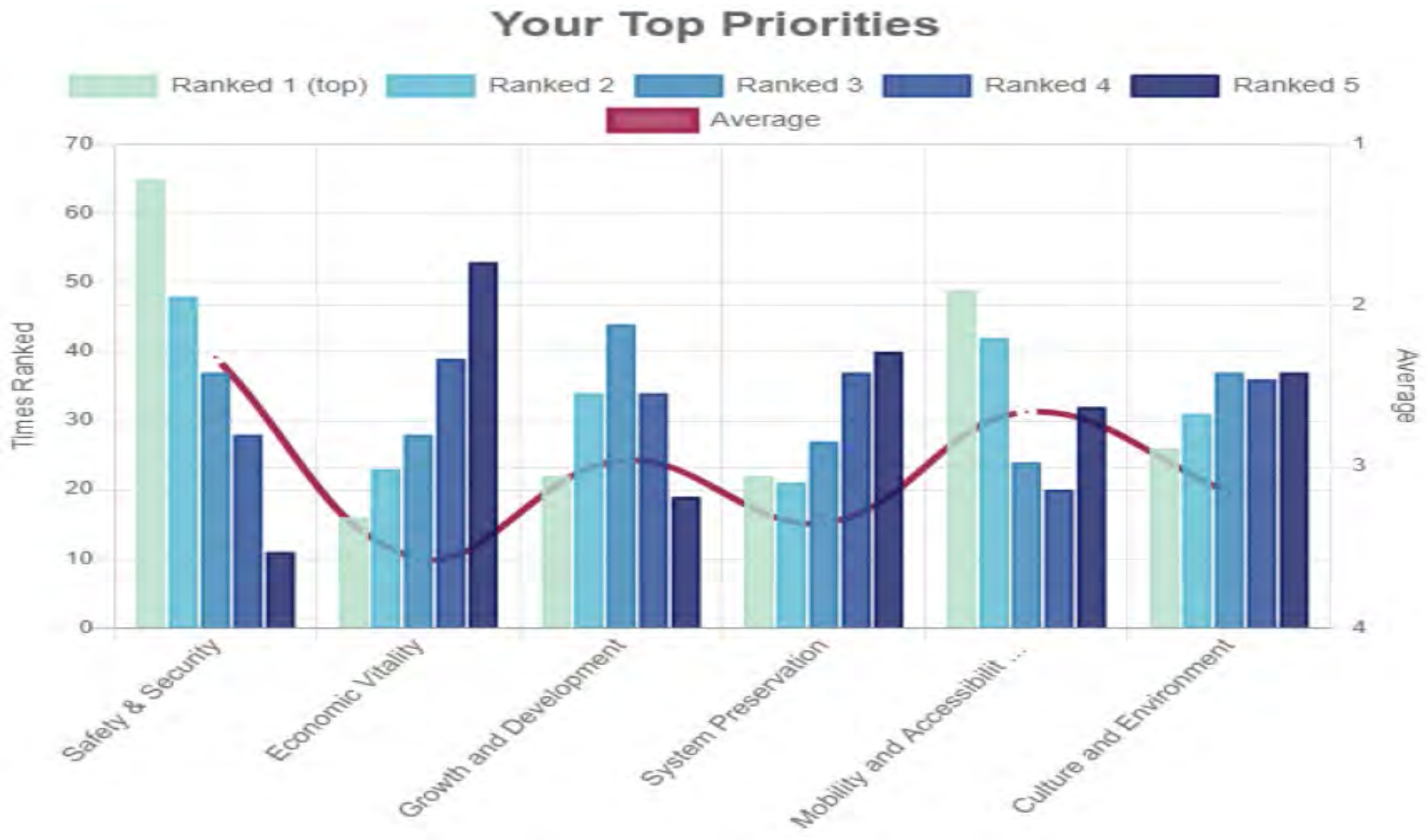


MetroQuest Interim Responses

□ 237 Respondents so far



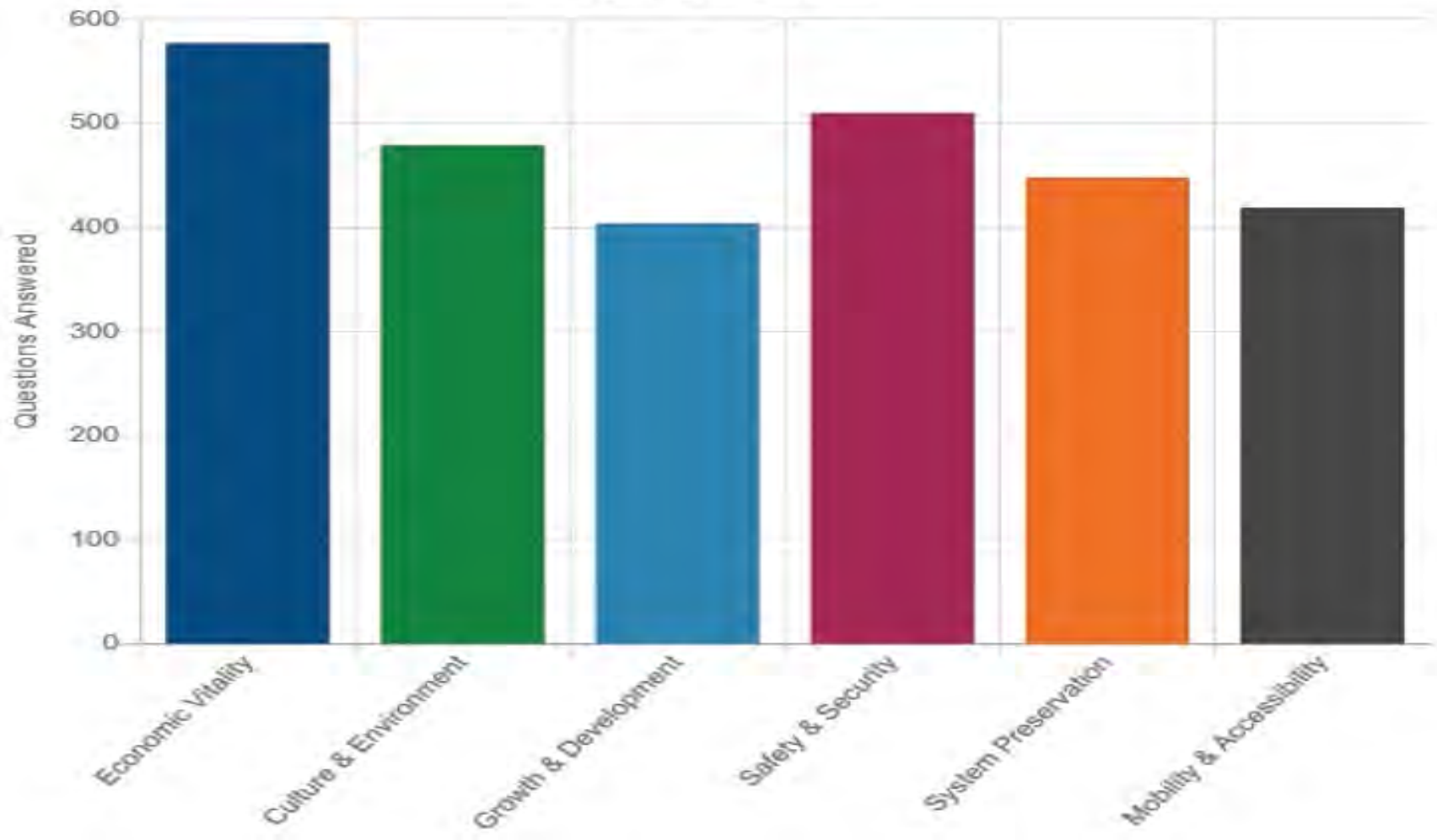
MetroQuest Top Priorities



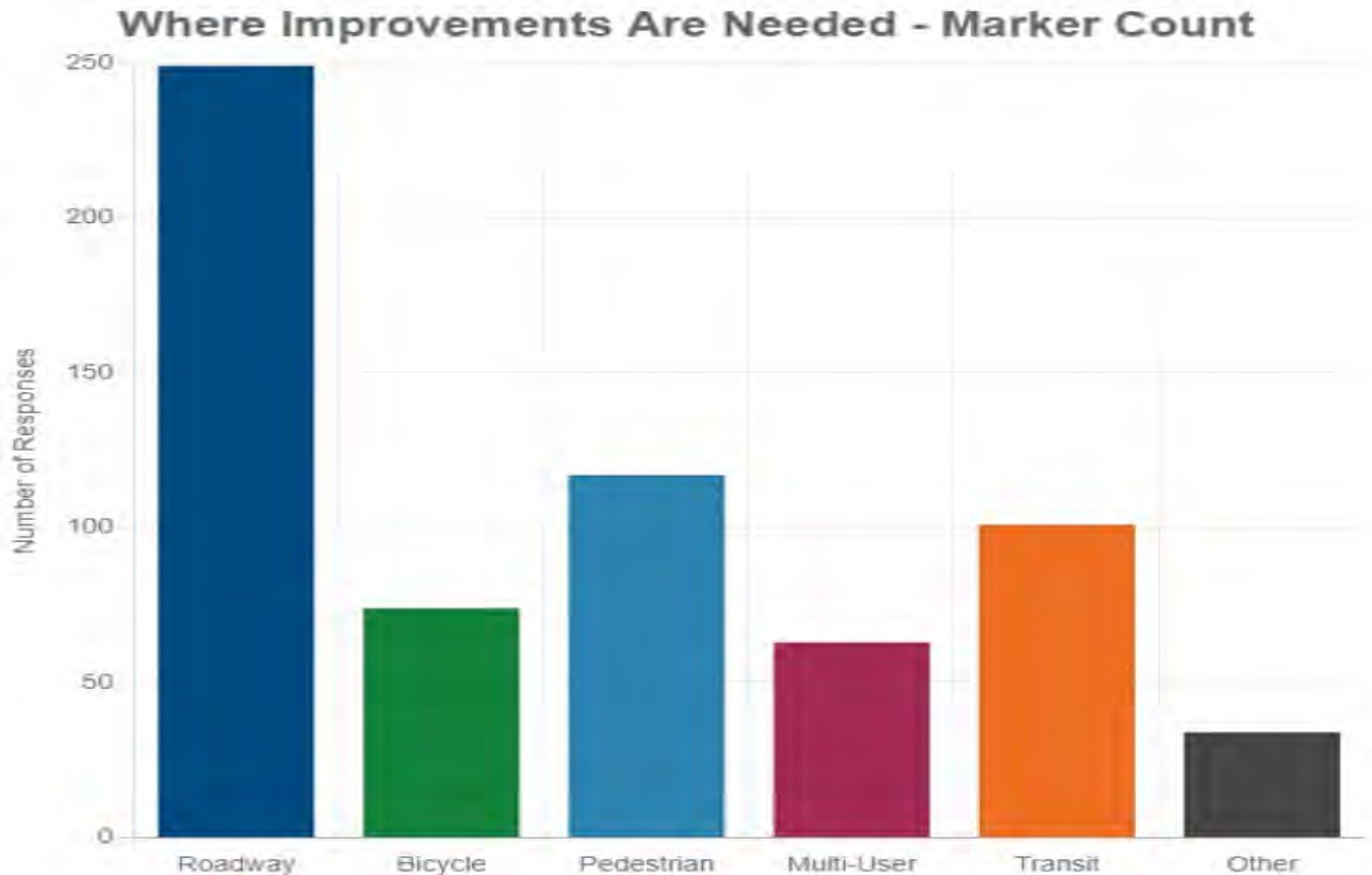
MetroQuest Top Priorities Addl.

□ 370 Comments

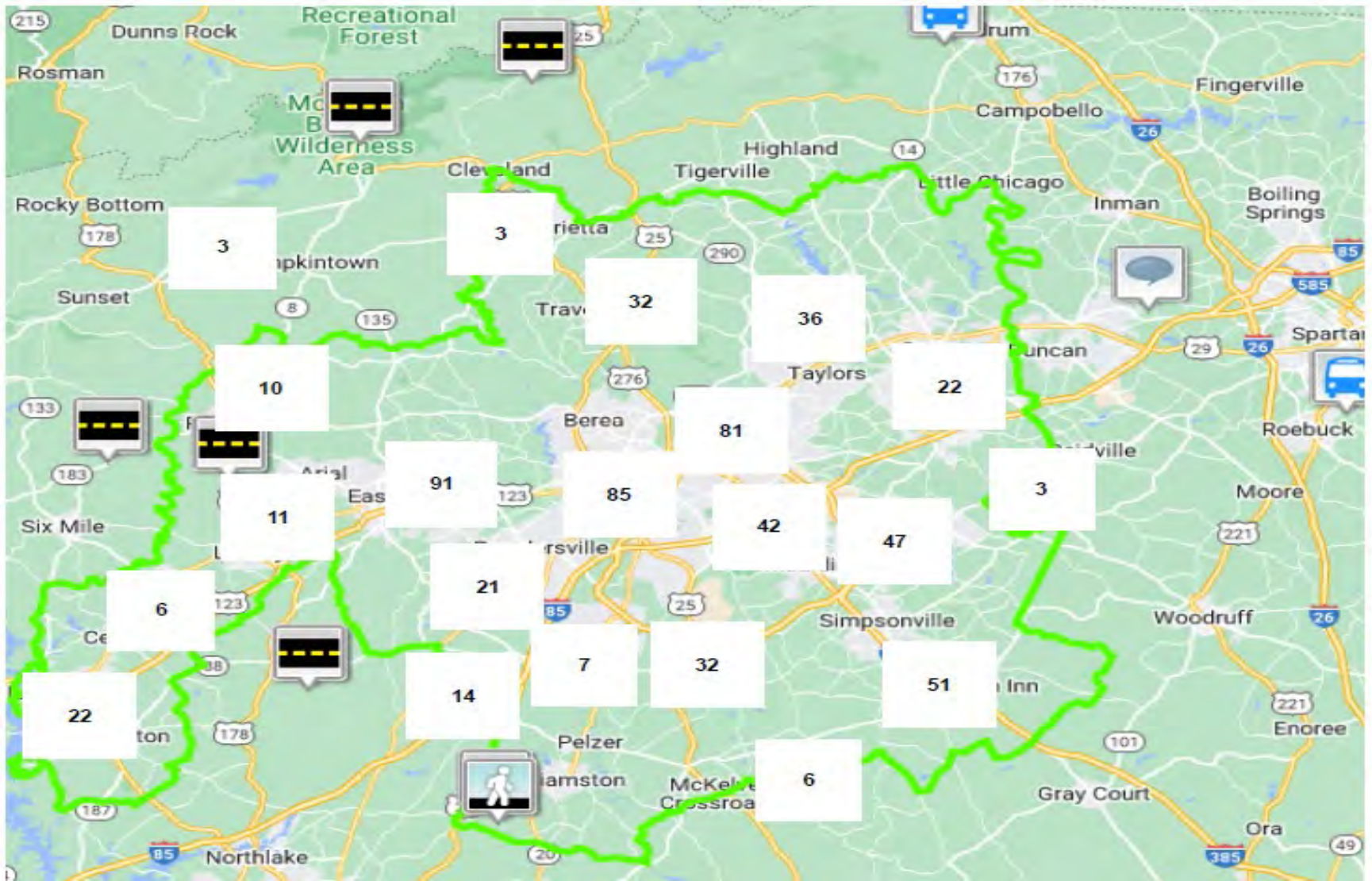
Tell Us More



MetroQuest Report Markers

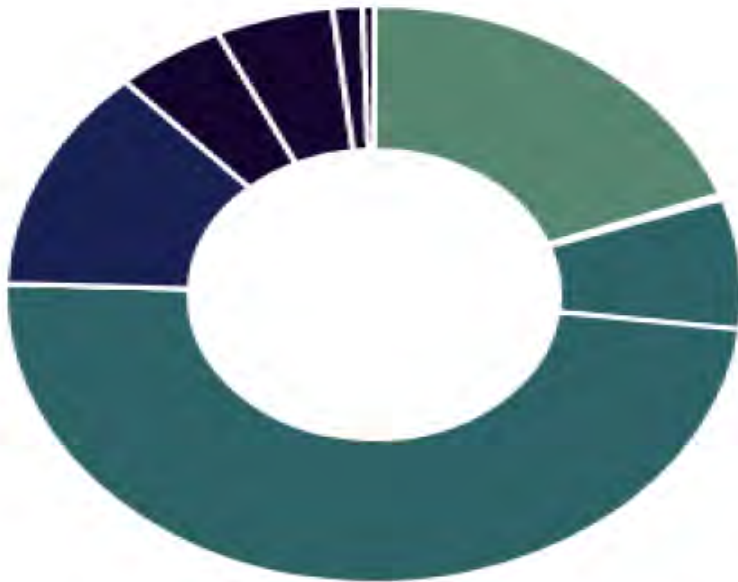


MetroQuest Report Markers



MetroQuest Data Points

Survey Data Points:
5070



Points per Participant:

21

Screen 2
Your Top Priorities

Rankings: 982
Comments: 13

Screen 3
Tell Us More
Comments: 370
Checklist responses: 2468

Screen 4
Where Improvements Are Needed
Comments: 1
Markers: 638

Screen 5
Thank You
: 244
Category Responses: 262
Text responses: 66
Comments: 26

Next Steps

- Public Meetings finished in July, but survey efforts will continue through August
- Analysis, Ranking, and Draft Plan to be developed in August and September
- Presentation of Draft to Stakeholders anticipated in September ahead of Study Team meeting
- Final Plan and adoption will be pushed for in Sept/Oct
- Required to be adopted before end of 2022
 - Else, programming changes cannot be made to the STIP

What you can do....

- ❑ Share the Flyer!
- ❑ Press the Survey!
- ❑ Keep your constituents informed!
- ❑ Send all to www.gpats.org

INPUT NEEDED ON TRANSPORTATION PROJECTS!

GPATS LONG-RANGE TRANSPORTATION PLAN
Horizon 2045
UPDATE

The Greenville-Pickens Area Transportation Study is kicking-off its Long-Range Transportation Plan update, and we need your input!

SUB-REGIONAL MEETINGS

Drop-In format. Pick the location nearest to you and come give your input on the needs of your area!

CLEMSON Littlejohn Community Center 644 Old Greenville Hwy, Clemson, SC 29631 Thursday, July 21, 2022 from 4-7pm	EASLEY City of Easley Public Works Facility 801 Pope Field Rd, Easley, SC 29642 Monday, July 25, 2022 from 4-7pm
GREENVILLE Greenville County Square: Suite 400 301 University Ridge, Greenville, SC 29601 Monday, July 11, 2022 from 4-7pm	GREER Greer City Hall: Hall B 301 E. Poinsett St, Greer, SC 29651 Thursday, July 7, 2022 from 4-7pm
SIMPSONVILLE Simpsonville Activity Center 301 W. Curtis St, Simpsonville, SC 29681 Friday, July 8, 2022 from 4-7pm	TRAVELERS REST Travelers Rest City Hall 125 Trailblazer Dr, Travelers Rest, SC 29690 Thursday, July 14, 2022 from 4-7pm
WILLIAMSTON Municipal Center Auditorium 12 W Main St, Williamston, SC 29697 Tuesday, July 19, 2022 from 4-7pm	

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Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 15, 2022

SUBJECT: Transportation Alternatives Program Update – Call for Letters of Intent

The GPATS Bicycle and Pedestrian Coordinating Committee met to discuss the new Transportation Alternatives (TA) Program being developed by SCDOT. The consensus was larger projects are less likely to end up in financial trouble or with management problems should be prioritized; however, not enough is known about how SCDOT will be running the program to develop a GPATS TAP Guide yet.

Keith Brockington and Anna Stewart met with Roxanne Ancheta with SCDOT to discuss the State's plan, and they are also working through the particulars of the program and will be relying on GPATS' assistance in doing so.

For now, they do not wish to receive applicants but are interested in Letters of Intent. Any GPATS jurisdiction interested in applying for TA funding, we ask you to submit a letter of intent to Anna Stewart at astewart@greenvillecounty.org before the end of August so we can assist SCDOT with their TA Program. The letter should indicate what project you wish to do and approximately what amount of funding you will be requesting.

This item is being presented for informational purposes only, and no action is required from the Policy Committee at this time.



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Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: August 15, 2022

SUBJECT: Federal Transit Administration Section 5310 Grant – Final Call for Projects

The GPATS allocation of Section 5310 Funding has an amount that is at risk of lapsing, and FTA has made the request to get any interested applicants started as soon as possible.

Currently, \$402,206 will lapse at the end of September, and GPATS is making one final push to potential applicants to spend down this amount. The Transit Coordinating Committee will be asked to assist in helping with this effort and developing a path forward in future years so we can avoid lapsing funds.

Any interested agencies should contact Asangwua Ikein, aikein@greenvillecounty.org, as soon as possible.

This item is being presented for informational purposes only, and no action is required from the Policy Committee at this time.