

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**OCTOBER 18, 2021**  
**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**  
**LIMITED SEATING CAPACITY – 50 PERSONS**  
**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         | Vice-Chairman<br>Senator Rex Rice                                 |
| action: | 2.  | APPROVAL OF THE AUGUST 16, 2021 COMMITTEE MINUTES | Attachment 1<br>Vice-Chairman<br>Senator Rex Rice                 |
|         | 3.  | PUBLIC COMMENT                                    | Vice-Chairman<br>Senator Rex Rice                                 |
|         | 4.  | SCDOT PROJECT STATUS UPDATE                       | Attachment 2<br>Casey Lucas<br>SCDOT Project Manager              |
| action: | 5.  | PERFORMANCE MEASURES UPDATE                       | Attachment 3                                                      |
| action: |     | - LRTP AMENDMENT                                  | Brennan Groel                                                     |
|         |     | - TIP DOCUMENT AMENDMENT                          | GPATS Transportation Planner                                      |
|         | 6.  | SCDOT COMPLETE STREETS PRESENTATION               | Attachment 4<br>Christina Lewis<br>SCDOT Statewide Planning Chief |
| action: | 8.  | GPATS 2022 MEETING SCHEDULE                       | Attachment 5<br>Keith Brockington<br>GPATS Transportation Manager |
|         | 9.  | NEW BUSINESS                                      |                                                                   |
|         |     | - FTA SECTION 5310 – CALL FOR PROJECTS            | Attachment 6                                                      |
|         |     | - GPATS OFFICER ELECTIONS – MARCH 7, 2022         |                                                                   |
|         | 10. | ADJOURN                                           |                                                                   |

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**August 16, 2021**  
**Suite 400 – County Square – with limited seating**  
**Remote participation by Committee members**  
**10:00 a.m.**

**MEMBERS PRESENT:** Chairman Butch Kirven, Vice Chairman Senator Rex Rice, Senator Allen, Senator Turner, Representative Collins, Representative Smith, Councilor Davis, Council Chair Meadows, Councilor Alex Saitta, Councilor Seman, Commissioner Christopher, Commissioner Willard, GTA Chair Dick O’Neill, Mayor Amidon, Mayor Danner, Mayor Halfacre, Mayor McLeer, Mayor Petersen, Mayor Sanders, Mayor Shewmaker, Mayor Womack, and Keith Brockington

**OTHERS PRESENT:** P. Gucker, T. Coker, B. Groel, D. Montgomery, J. Chasteen, J. Christian, B. Rewis, C. Lewis, C. Lucas, E. Hailey, R. Ward, J. Chandler, R. Pickney, E. Dillon, and J. Mustar

**CALL TO ORDER/WELCOME**

Chairman Kirven called the meeting to order at 10:00 a.m.

**APPROVAL OF THE MAY 17, 2021 COMMITTEE MEETING**

**MOTION:** By Councilor Meadows, seconded by Senator Turner, to approve the minutes of the May 17, 2021 Committee meeting as presented. The motion carried unanimously by voice vote.

**PUBLIC COMMENT**

There were no individuals signed up for public comment.

**SCDOT PROJECT STATUS UPDATE**

Casey Lucas addressed the Committee members with a brief project updates presentation included in the agenda packets:

- Woodruff Road Congestion Relief Project Phase II began in June 2021, allowing the consultant to pull surveys and designs into right-of-way plans then into construction plans. She stated the right-of-way obligation is scheduled for December 2022 and the construction obligation for October 2026.
- Butler Road Project; SCDOT has continued conversations with the City of Mauldin, discussing the project’s path forward. From the July 9, 2021 meeting with the City of Mauldin, a decision was made to have an additional public meeting at the end of the year to receive public comments on the refined preferred alternative. She advised the right-of-way obligation is now scheduled for Fall 2022 and the construction obligation for Fall 2024. SCDOT is pursuing a contract modification with the consultant for the additional work required on

the preliminary engineering based on the preferred alternative. She advised this is not causing a delay in the design development.

- Riverside Middle School Sidewalk; SCDOT continues to coordinate with ACSD 4 to secure additional funding for letting.
- Fountain Inn Woodside Streetscape and Fountain Inn Woodside Connector, SCDOT is working with the City of Fountain Inn to look for alternative sources of funding with the possibility of combining the two projects to reduce cost. She advised a possible let date for the beginning of 2022.
- Projects in construction
  - Batesville Road
  - Woodruff Road Widening the estimated completion date has been pushed to May 2022
  - Roper Mtn Road/Roper Mtn Road Extension, the contractor, anticipates roadwork to begin in September 2021 after all utilities are relocated. Work has started on the box culvert extension and retaining wall.
  - SC-153 Intersection Improvements
    - ◆ Old Pendle Road is almost completed. Concrete median, loops, and pavement markings remain.
    - ◆ River Road culvert replaced, and headwalls are being installed with the Southern section to begin paving soon.

Ms. Lucas made herself available for any questions.

Representative Smith asked if a date for the public meeting for Butler Road Project has been made.

Ms. Lucas advised a date has not been scheduled and would be towards the end of the year. She stated SCDOT will coordinate with the City of Mauldin regarding selecting the date for this meeting, advertising, and location. She explained SCDOT is working on the design plans to have a more exact location to present at the public meeting.

#### **GPATS TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FY 2021 – 2026**

##### **AC #5**

Keith Brockington addressed the Committee members, stating included in their packets were the Draft Financial Statement for the GPATS Transportation Improvement Program (TIP), FY2021-FY2026. The proposed amendment would be known as AC #5.

Mr. Brockington explained the following changes being made to the TIP at the request of SCDOT:

- Woodruff Road Widening – Scuffletown to Bennetts Bridge
  - \$9.5 million in FY2019 as AC
  - \$4.5 million in FY2020 as ACC (spending of AC)
  - \$5 million in FY2021 as ACC (spending of AC)

- CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) the addition of \$2.721 million from Woodruff Road Congestion Relief Project for FY2022
- Woodruff Road Congestion Relief Project (Woodruff Parallel)
  - Shift of ROW
  - Shift of ROW and AC to FY2023
  - Addition of ROW ACC to FY2026
  - Removal of CRRSAA funding from FY2022 and applying to Woodruff Road Widening Project
- SC Recreational Trails Program Grants – FY2021
  - Bolick/Cannon Trail – Town of Central, \$125,000
  - The Pavilion Miniature Rail-Trail – Greenville County, \$125,000
- CATbus Planning Administration/Security
  - Extrapolation of \$10,000 per year in FY2022-2025
- American Rescue Plan (ARP) Act 21
  - Addition of \$69,790 FY2021 – 5310 funding
  - Addition of \$533,200.00 FY2021 – 5307 funding
    - ♦ GTA Greenville UZA \$351,105.53
    - ♦ CAT Greenville UZA \$182,094.47

Commissioner Willard inquired if GPATS received notification refunded an additional amount of \$420,000.

Mr. Brockington advised notification of CRRSAA funds for FY2022 \$840,000 was received and noted in the previous TIP Financial Statement AC #4. He stated the correction to remove \$420, 000 in FY2022 and FY2023 would be made after the meeting then posted on the website for viewing.

Mayor Danner read a summary from Municipal Association announcing the American Rescue Plan (ARP) funding will be available to municipalities soon. He asked if agencies could use GPATS Staff or connections at the State to assist with the proper use of these funds.

Mr. Brockington advised that he and SCDOT are unaware of ARP allocations outside of MPO areas only for GPATS use and will share information when made available.

Chairman Kirven wanted to confirm the information was found on Municipal Association.

Mayor Danner stated this was correct and would forward the article. He advised there were instructions on how to be placed on a list.

**MOTION:** By Mayor McLeer, seconded by Representative Smith, to approve the Transportation Improvement Program Amendment FY2021-2026, AC #5. The motion carried unanimously by voice vote.

**GPATS FY2022-2023 UNIFIED PLANNING WORK PROGRAM AMENDMENT**

Keith Brockington addressed the Commission members with an amendment to the FY2022-2023 Unified Planning Work Program (UPWP) included in the agenda packets. This amendment allows a purchase order to be generated through the County of Greenville for payment to the Appalachian Council of Government (ACoG) for annual maintenance of the Regional Travel Demand Model for \$14,500. He explained these funds are from the UPWP carryover and will be placed with the Element 403 Special Studies as a line item for a purchase order to be created.

Chairman Kirven inquired if this would be an occurring annual expense.

Mr. Brockington stated this would be a yearly expense. ACoG has a full travel modeler on staff, making this financially beneficial for GPATS. GPATS can avoid hiring a consultant every two years at the cost of over \$200,000. He advised this expense will be included as a line item within the Planning Activities in the upcoming fiscal years.

**MOTION:** By Representative Smith, seconded by Senator Turner to approve the FY2022-2023 Unified Planning Work Program Amendment. The motion carried unanimously by voice vote.

**TRANSPORTATION ALTERNATIVES PROGRAM FISCAL YEAR 2021 UPDATE – NO CALL FOR PROJECTS YET**

Brennan Groel addressed the Committee members with an update for the Transportation Alternatives (TA) Program. She advised since the last Policy Committee meeting, GPATS received a new funding summary advising on possible construction obligation reduction for the following:

- City of Greenville's Haywood Road Sidewalk \$278,000
- Town of Williamston's Minor Street Sidewalks \$169,000

Ms. Groel stated should these TA projects close-out at the estimated lower construction cost, approximately \$42,000 thousand would still be needed for obligated TA projects. SCDOT advised potential other alternatives:

- 1) Haywood Road Sidewalk closing at \$278,000 would create a positive TA balance of \$79,000.
- 2) Woodside Streetscape may qualify for Transportation Enhancement (TE) funds if funds are available at the time of its construction phase, making a positive TA balance of approximately \$150,000.

Ms. Groel advised there is no call for projects and will continue to update the Committee of all changes.

### **2021 GPATS QUADRENNIAL CERTIFICATION REVIEW**

Keith Brockington addressed the Committee members that GPATS is classified as a Transportation Management Area (TMA). Every four years, a review and certification are done by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the South Carolina Department of Transportation (SCDOT). He advised the GPATS 2017 review can be found on the website.

Mr. Brockington advised the TMA review meeting is scheduled for August 24, 2021, from 9:00 a.m. to 4:00 p.m. with a public session from 12:30 p.m. to 1:30 p.m. at Greenville County Square Conference Rooms A & B. Public comments will only be accepted during the scheduled session time. All members of the Policy Committee, Study Team, and Informational Attendees are welcome to attend. He stated links are available for those wanting to attend virtually.

Chairman Kirven asked when the certification results would be available.

Mr. Brockington stated at the end of the day, the panel will provide what they collected. He advised GPATS in the next few months expects to receive a preliminary report and will present this at the next Policy Committee.

### **NEW BUSINESS**

Chairman Kirven asked if SCDOT Commissioners would like to address the members of the Committee.

SCDOT Commissioner Willard stated the census tract data information is arriving and will impact some future funding elements. He advised the Commissioners have a workshop in two weeks, with this being a topic of discussion. He is hoping the result will result in additional funding to the MPOs and COGs.

SCDOT Commissioner Christopher commented on the Federal Infrastructure Bill. She stated the US Senators' requested them to go through the 2,500-page document and send back a report. She advised SCDOT currently receives \$733 million. Under this bipartisan proposal, South Carolina is poised to receive over a thirty percent increase in federal road and bridge funding over the next five years. This 30 percent increase total estimates in \$1 billion additional federal funding directed to the State's roads and bridge network over the next five years. She stated from the Infrastructure Plan, SCDOT wants to increase investment in projects to improve safety, mobility, and quality of life for residents, businesses, and visitors. She will continue to monitor and advise the Committee during the legislative process. This Infrastructure proposal also includes funding for transit, rail, and broadband deployment. She wanted everyone to know SCDOT will continue to look at how to increasing funding for MPOs and COGs.

Mayor Halfacre wanted Committee members to know in the year 2022, Highway 93 Feasibility Study to be updated. He inquired to see how the scope was determined and who would be in charge of the project.





**ADJOURNMENT**





**MOTION:** By Senator Turner, seconded by Mayor Petersen, to adjourn. There being no further business, and without objection Chairman Kirven adjourned the meeting at 10:39 a.m.

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Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

	<div> PROJECT SCOPE</div>			<div> CURRENT STATUS</div>	<div> PAST UPDATE SUMMARY</div>	<div> UPDATES</div>
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: 05/2022	Project Let 3/2019. Awarded to Eagle Construction, contract amount \$16.6M. Bridge construction over Rocky Creek is complete.	All dirt has been covered from bridge to end of project. Current plan is to place surface on main line from bridge to end of project before winter. Wall 2 shoring complete, awaiting wall contractor. Old Batesville bridge demolition has begun, anticipate completion in 4 weeks.
	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: 5/2022	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.	Progress is slow along Scuffletown, as contractor manages utility and COVID setbacks. Grading for remainder C&G/SD, continues. Traffic has been shifted on Woodruff Road.
	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: 11/2022	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.	Utility relocation work for Charter and Century Link is continuing on RMRE. At this time, it is expected Charter will be relocated by Oct 15th and Century Link by Nov 1st.
	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.	Surveying should finish in fall 2021 with ROW plan development to begin afterwards.
	SC 153 Intersection Improvement	P028744 P037434	Powdersville - Intersection improvements at SC 153 & S-143 River Road and SC 153 at S-94 Old Pendleton Road	In Construction Est. Completion: 12/2021	Project awarded to Thrift Development Corporation. Contract amount \$2.1M.	Both projects are essentially complete except for minor items. Final Inspection should be tentatively scheduled next month.
	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 ongoing.	PIM comments responses sent. Preferred alternative being refined with additional public involvement to occur in the fall/winter. Contract mod underway for additional design services needed.
	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 PE	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 path forward dependent on SIB application project, per Policy Committee 10/2019
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/SC 290 Interchange	P027379	Spartanburg County - convert the existing diamond interchange to a diverging diamond and improve the ramps. Design by Kimley-Horn & Associates.	In ROW	tentative construction 2021. ROW phase began 9/2019.	
	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)	

	 PROJECT SCOPE			 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES
Bridges	S-75 Cherokee Rd. over US 29	0031268	Anderson County - S-75 Cherokee Road over US 29 bridge replacement	In Letting Prep Current Let Date: 11/2021	ROW acquisition is 75% complete.	Project in Letting Prep for November letting.
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith	In PE 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 plans in development.
	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
	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	SCDOT 10 Year Plan Bridge Replacement. Let 8/2021.	
	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.	Securing a Consultant	RK&K completed alternative analysis study a City of Greenville selected a typical to move forward with.	
	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: 06/2022	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase.	Construction plans in development.
	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: 06/2023	SCDOT 10 Year Plan Bridge Replacement. Preliminary plan development underway.	
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 ROW Current Let Date: 02/2022	ROW complete.	Construction plans completed & utility coordination ongoing with Duke to review revised plans and determine prior rights. Let date has shifted to allow time for utility certification.
	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 Proposed Let Date: 06/2022	ROW acquisition phase completed.	Construction plans in development. Let date has shifted to allow time for environmental permit acquisition.
	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: 03/2022	Utility agreement completed. Project let date shifted as additional TAP funding is needed. Coordination with ACSD 4 to secure funding ongoing.	
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	CECS selected for PE. NTP issued on 07.02.20. Surveys and traffic studies completed. PIM held 7/27/21.	Preliminary design being revised by CECS per residents' feedback from PIM held on 7/27/21.

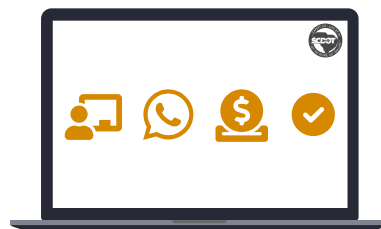
# SCDOT PROJECT UPDATES

GPATS Policy Committee Meeting  
October 18, 2021



## Hello!

Casey B. Lucas, P.E.  
SCDOT Program Manager



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Upcoming  
Projects



Projects In  
Design



Projects In  
Construction



Completed  
Projects

3



## PROJECTS IN DESIGN

### Woodruff Road Congestion Relief



- ✓ EA signed by FHWA 04.07.20
- ✓ Public Hearing Completed
- ✓ FHWA decision document signed 11.5.20
- ✓ Phase II PE contact executed 6.7.2021
- ✓ Surveys currently underway and to be completed in the fall
- Current Schedule:
  - ROW Obligation 12/2022
  - Construction Obligation 10/2026

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## PROJECTS IN DESIGN

### S-107 Butler Road

- Project Schedule:
  - ROW Obligation: Fall 2022
  - CON Obligation: Fall 2024
- PIM comment responses sent
- Additional public involvement to be held in the fall/winter of 2021.
- ⚠ Contract modification is needed for additional PE work required by the consultant.



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## PROJECTS IN DESIGN

- Riverside Middle School Sidewalk \$250K GPATS TAP Funding
  - ⚠ Coordinating with ACSD 4 to secure additional funding for letting
- Fountain Inn Woodside Streetscape
  - Design by Arbor Engineering
  - \$180K GPATS TAP Funding
  - ⚠ Working through potential UT conflict with Duke
- Fountain Inn Woodside Connector
  - Design by AECOM
  - \$351K GPATS TAP Funding
  - ROW Completed
  - ⚠ Assisting FI to secure additional construction funding



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## A LOOK AT PROJECTS UNDER CONSTRUCTION



### S-164 Batesville Rd. Widening

- Awarded to Eagle Construction Company 3/2019
- Work began 6/2019
- Anticipated Completion 05/2022



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### RCE UPDATE

- Plan to place surface course on mainline from bridge to end of project before winter
- Wall 2 shoring complete, awaiting wall contractor
- Old Batesville bridge demolition has begun, anticipate completion in 4 weeks



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### SC 146 Woodruff Rd. Widening

- Awarded to Sloan Construction 4/2019
- Work began 7/2019
- Anticipated Completion 5/2022



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## RCE UPDATE

- Time extension for utility delay approved
- Remainder of grading for curb & gutter underway
- Traffic has been shifted to Woodruff Road



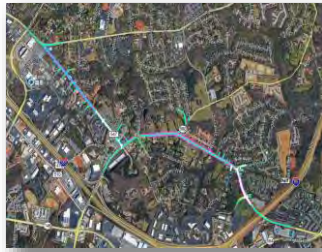
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## Roper Mtn Rd/Roper Mtn Rd Extension

- GPATS Guideshare
- Awarded to Eagle Construction 04/2020
- Anticipated Completion 11/2022

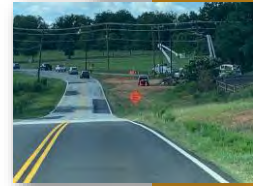


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## RCE UPDATE

- Utility relocation work continuing for Charter & Century Link
  - Est. completion by Nov. 1<sup>st</sup>



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## SC 153 Intersection Improvements

- GPATS Guideshare
- Awarded to Thrift Corporation 06/2020
- Anticipated Completion 02/2023



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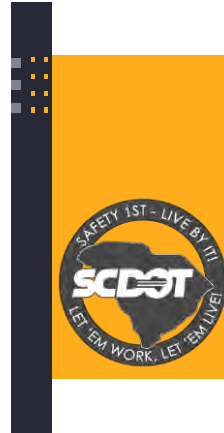


## RCE UPDATE

- Both projects are essentially complete except for minor items.
- Final inspection should be tentatively scheduled in November



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Thank you!

Any questions?

You can contact me at:

- [LucasCB@SCDOT.org](mailto:LucasCB@SCDOT.org)
- 803-737-1087



Greenville County Planning Department

301 University Ridge, Suite 3800  
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[www.greenvillecounty.org](http://www.greenvillecounty.org)

Attachment 3

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 18, 2021

**SUBJECT:** GPATS Performance Measures Update

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Please find **Attachment 3.2**, an Amendment to the GPATS Horizon 2040 LRTP of GPATS Performance Measures required by the FAST Act. Additionally, please find **Attachment 3.3**, an Amendment to the GPATS FY2021-2026 TIP Document to bridge TPMs from the LRTP into project selection and implementation

The Performance Measure items being amended are:

- Safety Targets

Brennan Groel will be presenting the changes to both documents. GPATS will be required to incorporate them into the LRTP and TIP by February 27, 2022, in order to stay compliant with Federal Regulations.

**Both amendments have been advertised from September 26<sup>th</sup> through October 18, 2021. The Study Team has reviewed these items and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve 1) the Amendment to the GPATS Horizon 2040 LRTP and 2) the Amendment to the GPATS FY2021-2026 TIP Document.**

## FEDERAL REQUIREMENTS

### Targets

- GPATS is required to establish performance targets no later than 180 days after SCDOT or a public transportation operator sets performance targets.
- For each performance measure, the policy committee will either decide to support a statewide target or establish a quantifiable target specific to the planning area.
- SCDOT, MPOs, and public transit operators must coordinate performance measure targets to ensure consistency to the extent practicable.

### Reporting

- *Horizon 2040* must describe the performance measures and targets, evaluate the performance of the transportation system, and report on progress made.
- The TIP must link investment priorities to the targets in the LRTPs and describe, to the extent practicable, the anticipated effect of the program on achieving established targets.
- GPATS must also report to SCDOT the baseline roadway transportation system condition, performance data, and progress toward achieving targets.

### Assessments

- FHWA and FTA will not directly evaluate GPATS' progress toward meeting performance measure targets. Instead, GPATS' performance will be assessed as part of regular cyclical transportation planning process reviews, including Transportation Management Area certification reviews, small MPO self-certification reviews, and the Federal Planning Finding, which is associated with approval of the STIP.
- FHWA will determine if SCDOT has met or made significant progress toward selected targets for the highway system.

## SAFETY

South Carolina has the highest traffic fatality rate in the nation. It is 67% higher than the national rate and 40% higher than the states in the Southeast. Reducing the number of transportation-related collisions, injuries, and fatalities is SCDOT's highest priority and makes safety everyone's business. In 2011, the Director of the South Carolina Department of Public Safety (SCDPS), who also serves as the Governor's Representative for Highway Safety in South Carolina, announced the Agency's goal of zero traffic-related deaths for the State. This goal, also strongly supported by SCDOT and the South Carolina Department of Motor Vehicles, became the starting point for the State's update of the strategic highway safety plan (SHSP), entitled Target Zero. Target Zero is an aspirational goal for South Carolina and is based on the philosophy that no fatalities are acceptable. The state will set targets advancing this goal during the next 20 years. For more information on statewide efforts to reach this goal, see Appendix E (see <http://www.gpats.org/plans/horizon2040>).

### *Safety Needs within the GPATS Region*

SCDOT provided a safety workshop for GPATS with data specific to the study area boundary. The workshop examined the crash data within the GPATS region to provide some perspective on what safety problems the region is experiencing. Potential focus areas include:

- Roadway departure
- Intersections
- Access management
- Non-motorized roadway users

These areas could be influenced by GPATS as a project moves through the planning, programming, and delivery process.

More detail on these problem areas and traditional engineering countermeasure techniques can be found in Appendix E (see <http://www.gpats.org/plans/horizon2040>).

### *Safety Strategies*

The safety of the regional transportation system is a top priority for GPATS. Therefore, additional Guideshare funding has been allocated in the *Horizon 2040* financial plan for safety and intersection improvements. Making these projects a priority should help move the baseline and improve overall safety in the coming years.

### Safety Targets

SCDOT evaluated and was required to report its fourth\* round of safety targets for the five measures on August 31, 2021. This action started the 180-day clock for GPATS to take action to either set region-specific targets or accept and support the state's targets.

When setting safety performance targets for the state, statisticians performed extensive analysis of the data related to each measure (i.e., traffic fatalities and severe injuries and vehicle miles traveled). South Carolina used a seven-data-point graphical analysis with a five-year rolling average. After the data points were plotted and graphical representations of the data were created, trend lines were added to predict future values. The trend lines were based on linear and non-linear equations with R-squared (i.e., best fit measure) values.

Using the models, statisticians predicted the values for the current year. Examining current and planned education and engineering safety initiatives, they estimated reductions in fatalities and severe injuries to calculate the state's safety performance targets. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPOs and COGs to deliver a presentation on the state's target-setting methods. The tables below shows GPATS and South Carolina baseline information, the state's targets, and safety targets set by regional transit agencies in their safety plans.

#### 2018 - 2022 SAFETY TARGETS (2016-2020 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1023	1.838	2877.2	5.162	440.8
SC Targets	1061	1.82	2850	4.892	500
GPATS Baseline	100.4	1.67	325.6	5.404	52.4

#### 2021 TRANSIT SAFETY TARGETS

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability***
CATbus	Fixed Route	0	0.00	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	15	1.72	19	2.26	37,383
	Demand Response/ Paratransit	0	0.00	1	0.94	1	1.56	32,073

\*Rates are based on the unit per 100 million vehicle miles traveled

\*\*Rates are based on the unit per 100 thousand vehicle revenue miles

\*\*\*Reliability is determined based on vehicle revenue miles/ failures

For the 2022 performance period, GPATS has elected to accept and support the state's safety targets for all five safety performance measures. This means GPATS will:

- Address areas of concern for fatalities or serious injuries within the region, coordinating with SCDOT and incorporating safety considerations on all projects
- Integrate safety goals, objectives, performance measures, and targets into the planning process
- Include the anticipated effect on achieving the targets noted above within the TIP, linking investment priorities to safety target achievement

#### Next steps

##### *Additional Measures Coming Soon*

In the future, GPATS will need to decide whether it will support state targets or set its own targets for other federally-required performance measures related to congestion reduction, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The performance measures will be added to this document until the next LRTP update. At that point, GPATS will fully integrate a performance-based LRTP, combining the PBPP with LRTP elements and the associated decision-making processes.

Previous Target Adoption Dates:

May 2021	February 2019
February 2021	November 2017
October 2020	
October 2019	

## Performance Measures and Targets

Performance management involves using performance-based planning and programming to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods utilized by transportation agencies to apply performance management to their planning and programming processes, ensuring long-term and short-term transportation investment decisions are based on the ability to meet goals. This includes using detailed data collected from the system to measure trends, set targets, and to monitor if those targets are being met. As a federal requirement, the State and local Metropolitan Planning Organizations (MPOs) are responsible for developing Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) using this performance-driven, outcome-based approach to planning.

Regional performance must be monitored in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. At this time, only a small number of these goal areas have measures and targets associated with them by the State. These are listed below.

### *Safety*

South Carolina has the highest fatality rate in the nation. It is abnormally high when compared to the National fatality rate and the rate of other Southeastern states. In an attempt to combat rising trends, South Carolina created a Strategic Highway Safety Plan called Target Zero and sets and monitors safety performance targets as required by FAST Act legislation. SCDOT has begun conducting safety audits for the State's MPOs as a tool to enable regional entities to combat safety problems as well. A regional safety audit for the GPATS region can be found online here: <http://gpats.org/Programs/Safety.aspx>

Currently, there are twenty nine projects in the safety category alone across the Counties of Greenville, Pickens, Laurens, Anderson, and Spartanburg in the State Transportation Improvement Program (STIP). These include everything from interstate safety improvements to standard intersection safety improvements. On August 31st, 2021, the South Carolina Department of Transportation (SCDOT) set new annual safety targets for five measures: Traffic Fatalities, Fatality Rate, Severe Injuries, Severe Injury Rate, and Non-motorized Fatalities and Severe Injuries combined. The targets are based on baseline information generated using an analysis of data relating to each measure using a five year rolling average. The state estimated reductions in fatalities and severe injuries by looking at existing and planned safety initiatives and set the safety targets below. These targets were adopted by the Greenville-Pickens Area Transportation Study (GPATS) Policy Committee on October 18th, 2021. These targets will inform all decisions made in the TIP and LRTP and can be found in the tables below, along with Transit Safety Targets adopted by regional transit agencies in their safety plans.

Projects implementing safety improvements will receive extra points in the prioritization process. For example, projects like the US 29 corridor improvement project (#2 in Horizon2040) and the Wade Hampton Access Management project (#6 in Horizon2040) will help eliminate curb cuts and left turns, and theoretically decrease collisions at these points of conflict. These safety improvements layered on extra points to these projects during the ranking process. Safety projects

are not limited by any boundaries. Just as intersection improvements on SC 153 in Anderson County, which can be currently seen in the GPATS TIP, received safety points from GPATS, the intersection improvement project of US 76 and S-72 in Laurens County targets similar problems and received safety points from the State.

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate*	# Severe Injuries	Severe Injury Rate*	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2016 – 2020)	1023	1.838	2877.2	5.162	440.8
GPATS Baseline (2016 – 2020)	100.4	1.67	325.6	5.404	52.4
SC 2022 Targets	1061	1.82	2850	4.892	500

\*Fatality rate and severe injury rate are based on the traffic fatalities or severe injuries per 100 million vehicle miles traveled.

2021 Transit Safety Data								
Transit Agency	Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe Injury Rate*	Safety Events (Total)	Safety Event Rate*	System Reliability**
CATbus	Fixed Route	0	0.00	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	15	1.72	19	2.26	37,383
	Demand Response/ Paratransit	0	0.00	1	0.94	1	1.56	32,073

\*Rates are based on the unit per 100 thousand vehicle revenue miles

\*\*Reliability is determined by vehicle revenue miles/failures per 100 thousand miles

### *Transit Asset Management (TAM)*

Transit Asset Management (TAM) Plans have been employed by the State and local transit agencies to inform the distribution of transit funds. Transit funding decisions are based on the condition of transit assets in an attempt to maintain a state of good repair. South Carolina has created a Group TAM Plan for rural transit agencies in the State, but these plans are generally done in house by larger transit agencies and are then supported by the local MPO. The state of an asset is determined by measuring the percentage of each asset class that has met or exceeded its useful life benchmark (ULB). Greenlink, the Greenville area's transit agency, and Clemson Area Transit have set their own targets. They can be found below. Targets for FY 2021 and 2022 can be found in their TAM Plans. GPATS is not required to create a TAM Plan of its own, as the MPO is only the designated recipient of FTA funds. However, GPATS has adopted the targets set by the region's transit agencies. All transit funding decisions made in the TIP and LRTP will consider these targets moving forward.



Greenville County Planning Department

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Attachment 4

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 18, 2021

**SUBJECT:** SCDOT Complete Streets Directive

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Christina Lewis, Statewide Planning Chief with SCDOT, will be making a presentation on the updated Complete Streets Directive, the new Statewide Complete Streets Council, and how those efforts are being advanced on the regional level.

Please find the presentation slides provided in advance as **Attachment 4.2**.

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

# Complete Streets Update

October 18, 2021



# Bicycling Accommodations on Resurfacing

South Carolina Department of Transportation

Engineering Directive

Directive Number: ED-22      Effective: February 12, 2021  
Subject: Bicycling Accommodations on Resurfacing Projects  
References: Engineering Directive 53 – Installation of Rumble Strips  
Manual on Uniform Traffic Control Devices (MUTCD)  
AASHTO Guide for the Development of Bicycle Facilities  
SCDOT Roadway Design Manual  
Primary Department: Maintenance

This engineering directive addresses bicycling accommodations that will be considered as part of the South Carolina Department of Transportation's (SCDOT) annual pavement improvement program.

## 1.0 Planning

SCDOT recognizes that strategic planning for bicycling accommodations serves a critical role with ensuring a fiscally responsible approach for allocation of funds. SCDOT's Office of Planning will coordinate with Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) to ensure they create bicycling accommodation plans that will serve as the basis for integrating bicycling onto the state system of roadways. The Director of Maintenance Office will review the approved MPO and COG bicycling accommodation plans and cross-reference with SCDOT's pavement improvement program to identify candidate projects for the inclusion of bicycling accommodations.

## 2.0 Eligibility

Candidate pavement improvement projects must be on the East Coast Greenway, the South Carolina Bicycling Touring Routes, or part of a MPO and/or COG approved bicycling plan for eligibility. In addition, the bicycling accommodation must be achieved within the scope of the pavement improvement project without requiring additional right-of-way, utility relocations, environmental permitting, and/or grading beyond the existing shoulder.

SCDOT will include eligible bicycling accommodations based upon sections 2.0 and 3.0 of this engineering directive as part of the Department's pavement improvement program. SCDOT reserves the right to eliminate bicycling accommodations from individual projects if the Department determines implementation to be infeasible based upon engineering analysis and/or scheduling demands.

## 3.0 Bicycling Accommodations Approved for Consideration in SCDOT Resurfacing Projects

The following bicycling accommodations are eligible as part of SCDOT's annual pavement improvement program:

## Goal:

Ensure that bike/ped plans are considered and cross referenced SCDOT's Pavement Improvement Program.



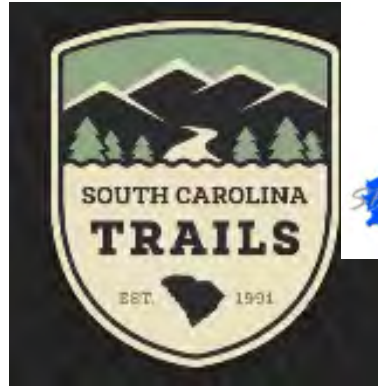
# Eligibility

Must be included within:

- East Coast Greenway
- SC Bicycling Touring Routes
- Or part of an MPO/COG plan



**SPARTANBURG**  
BICYCLE & PEDESTRIAN MASTER PLAN



# Bicycling Accommodations

Eligible Accommodations:

- Shoulder Sections
- Curb & Gutter Sections
- All Sections



# Complete Streets

## SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION DEPARTMENTAL DIRECTIVES

Directive Number: 28

Date: February 4, 2021

Subject: Complete Streets

Referrals: SCDOT Roadway Design Manual

Purpose: Establish Guidelines for Inclusion of Multimodal Accommodations (Walking, Bicycling, and Transit) in Projects Undertaken on the State-Owned Highway System

This Directive serves as the foundation for the South Carolina Department of Transportation (Department) to implement a complete streets policy that requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. This Directive will initiate change with numerous other sources of information within the Department to ensure our approach to providing complete streets is integrated into our practices and procedures. This Directive supersedes all other Department guidance that conflicts with the information in this Directive.

### General

The Department recognizes walking and bicycling as modes of travel on the state-owned highway system as well as the importance of transit accommodations within the highway network. The intent of this Directive is to establish the Department's guidelines for programmatic inclusion of walking, bicycling, and transit accommodations on projects undertaken by the Department and other entities performing work on the state-owned highway system in South Carolina. The Department shall collaborate with Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), and regional transit providers to document walking, bicycling, and transit needs on targeted routes as part of their regional plans. For the purpose of this Directive, transit accommodations include bus pads, accessible ramps, and bus turnouts where appropriate. Transit accommodations do not include passenger amenities, expansion of bus routes, or buses themselves as those elements are managed by the transit providers.

The MPO/COG plans will aid in ensuring that the local needs and a modal vision for the region occurs in a cohesive manner. The plans will also serve as a guide for design, construction, maintenance, and operations for the programs identified in this Directive. Additionally, the rapid growth of our state may result in contextual change to a location that has outpaced the approved MPO/COG plans. To address these rapidly changing areas, each proposed project should include a review of the modal travel patterns within the project footprint to determine if there are modal gaps for walking, bicycling, or transit accommodations that may have occurred after the MPO/COG plan was approved. If modal

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## Goal:

Ensure our highway system is safe, equitable and accessible to all users; drivers, passengers, bicyclists, pedestrians, and transit riders.



# Requirements

- Consideration of accommodations for bicycling, walking, and transit in the design, construction, maintenance, and operations of the state transportation network.
- SCDOT to work with the state's regional transportation planning partners and regional transit providers to identify and include walking, bicycling and transit needs as part of their regional visioning plans.



# Key Components

- Funding for these accommodations is to be included in the budget for each project if warranted on the individual project and in accordance with the regional plans.
- SCDOT has updated and modernized its design manuals to include multimodal accommodations.
- SCDOT has established a council to facilitate ongoing communication to seek continuous improvement opportunities and initiatives.



# Elements of the Complete Street Directive

- Funding
- Design
- Work Zone Traffic Control
- Maintenance
- Safety & Operations
- Plan Development
- Complete Streets Council



# Walking, Bicycling, & Transit funding accommodations

Program Category	Funding for Walking Accommodations	Funding for Bicycling Accommodations	Funding for Transit Accommodations
Safety <sup>1</sup>	Included with Project	Included with Project	Included with Project
Interstate Preventive Maintenance	N/A	N/A	N/A
Interstate Capacity	Included with Project for impacted crossing routes and consideration given for major river crossings	Included with Project for impacted crossing routes and consideration given for major river crossings	Included with Project for impacted crossing routes
Interstate Interchange	Included with Project	Included with Project	Included with Project
Bridge Replacement	Included with Project	Included with Project	Included with Project
Off System Bridge Replacement	Included with Project	Included with Project	Included with Project
Pavement Improvement <sup>2</sup>	SCDOT-approved pavement markings and signage can be included with Project to enhance safety.	Included with Project	SCDOT-approved pavement markings and signage can be included with Project to enhance safety.
Statewide MPO and COG Widening	Included with Project	Included with Project	Included with Project
CMAQ	Included with Project	Included with Project	Included with Project
Locally Funded <sup>3</sup>	Included with Project	Included with Project	Included with Project
CTC Projects	Included with Project	Included with Project	Included with Project



# Design

## Guide for the Development of Bicycle Facilities

2012 • Fourth Edition



## Guide for the Planning, Design, and Operation of Pedestrian Facilities

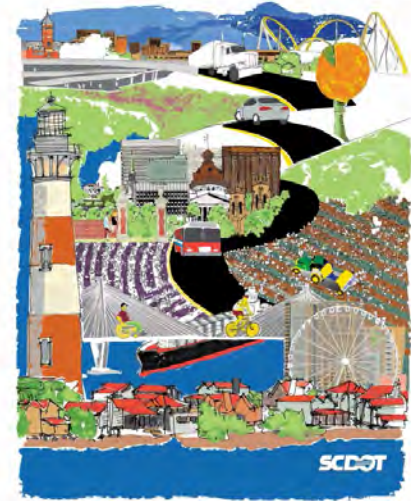


American Association of State Highway  
and Transportation Officials

July 2004

## ROADWAY DESIGN MANUAL

CONNECTING PEOPLE AND PLACES 2021



ROAD  
WORK  
AHEAD

SCDOT

# Work Zone Traffic Control



# Maintenance

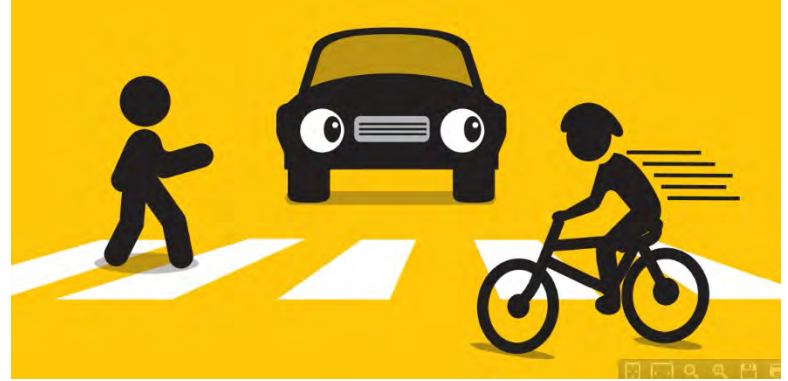
- Sidewalks (Concrete);
- Sidepaths (Concrete);
- Bicycle Lanes;
- Paved Shoulders;
- Shared Roadways;
- Shared Lanes;
- Bus pads installed and owned by the Department (Concrete);
- Bus turnouts adjacent to the travel lane; and
- Pavement markings and signage related to these accommodations that are installed and owned by the Department



# Safety & Operations

SCDOT will provide the following Data:

- Crash Data
- Safety Audit findings (if available)
- Pavement marking and signage guidance
- Other project specific information that is currently available
- Bicycle & Pedestrian Safety Action Plan



# Safety & Operations

## Bicycle & Pedestrian Safety Action Plan

- Goals
  - Increase the understanding of bicycling and walking crash patterns
  - Promote objectives and data-driven decision making
  - Promote investment in proven safety countermeasures
  - Target locations with high needs and opportunities for successful outcomes



# Plan Development

Preconstruction

## Design Documents – Bicycle & Pedestrian

On the Road in South Carolina



SCDOT is committed to meeting the on-going challenge of providing better and safer accommodations for people who choose to walk or cycle. This effort is coordinated by the agency's Pedestrian and Bicycle Program.

Safety is SCDOT's number one priority, in both motorized and non-motorized transportation. Too many cyclists and pedestrians are being killed or injured in our state, and SCDOT is committed to doing everything possible to improve those statistics.

[SCDOT.org Bicycle & Pedestrian Program](https://www.scdot.org/Bicycle%20and%20Pedestrian)

### Area Bicycle and Pedestrian Plans

#### Anderson Area Transportation Study (ANATS)

ANATS 2040 Long Range Plan (See p.14-16)

City of Anderson Downtown Bicycle and Pedestrian Connectivity Plan

#### Augusta Regional Transportation Study (ARTS)

ARTS 2040 Long Range Plan

Interactive Map of Recommended Projects

#### BCD COG

2035 – LRTP Pedestrian and Bicycle Mobility



#### FHWA Bicycle and Pedestrian Resources

Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts

Coding Nonmotorized Station Location Information in the 2016 Traffic Monitoring Guide Format

Guidebook for Developing Pedestrian and Bicycle Performance Measures

Incorporating On-Road Bicycle Networks into Resurfacing Projects

Metropolitan Pedestrian and Bicycle Planning Handbook

Noteworthy Local Policies That Support Safe & Complete Pedestrian & Bicycle Networks

Separated Bike Lane Planning and Design Guide

Small Town and Rural Multimodal Networks

Statewide Pedestrian and Bicycle Planning Handbook

Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities

- Update existing GIS Map.
- Coordinate with MPO's/COG's and transit agencies to develop uniform plans and establish best practices.



# Complete Streets Council

- Council comprised of:
  - SCDOT Staff
  - MPO/COG Staff
  - Local Government
  - External Stakeholders
- 1<sup>st</sup> Meeting, May 24<sup>th</sup> 2021
- Next Meeting, November 2021



# Coordination



Brent L. Lewis, P.E.  
Deputy Secretary for Intermodal Planning  
803-737-1444 | 803-737-4371 Fax

March 16, 2021

Mr. Todd Glover  
Executive Director  
Municipal Association of SC  
1411 Gervais Street, PO 12109  
Columbia, SC 29211

RE: Complete Streets Policy

Dear Mr. Glover:

The South Carolina Department of Transportation (SCDOT) adopted a wide-ranging "Complete Streets" policy for the state-owned highway system in February of 2021. The "Complete Streets" policy requires SCDOT to work with the state's regional transportation planning partners and regional transit providers to identify and include walking, bicycling and transit needs as part of their regional visioning plans. These plans will be tailored to the unique needs of each area of the state and will serve as a foundation for highway planning and design, construction, maintenance, and daily operations.

Key components of the Policy include:

- Funding for these accommodations is to be included in the budget for each project if warranted on the individual project and in accordance with the regional plans.
- SCDOT will update and modernize its design manuals to include multimodal accommodations.
- SCDOT will establish a council to facilitate ongoing communication to seek continuous improvement opportunities and initiatives.

The Metropolitan Planning Organization (MPO) and Council of Governments (COG) bicycle and pedestrian plans will be an integral tool in the decision making process. Many of MPOs and COGs currently have plans, however, more guidance will be coming for those that do not currently have them.

I have attached a copy of this Departmental Directive for your reference. Should you or your staff have any questions, please do not hesitate to contact me directly at (803)737-1444.

Sincerely,



Brent L. Lewis, P.E.  
Deputy Secretary for Intermodal Planning

- Letters sent to:
  - MPO's & COG's
  - CTC's
  - Municipal Assoc. of SC
  - SC Assoc. of Counties
- Developed Complete Streets Council.
- Continuing Coordination with MPO's /COG's to develop plan.



# What Does This Mean for GPATS?

- Keith Brockington is one of the MPO Representatives on the Complete Streets Council
- GPATS has added projects to the mapping application
- GPATS will be required to develop a Bicycle and Pedestrian Plan





# Questions?

Christina Lewis  
803-737-0670  
[lewisc@scdot.org](mailto:lewisc@scdot.org)



Greenville County Planning Department

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Attachment 5

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 18, 2021

**SUBJECT:** GPATS CY2022 Meeting Schedule

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The proposed meeting dates for Calendar Year 2022 are as follows:

Policy Committee:

- March 7
- May 16
- August 15
- October 17

Study Team (typically meets three weeks prior to Policy Committee):

- January 31
- April 25
- July 18
- September 12

The format for these meetings (virtual vs. in-person) will be determined in advance of the meeting date at the Chairman's discretion.

**The Policy Committee will be requested to approve the meeting schedule for the 2022 Calendar Year for the Policy Committee and Study Team.**



Greenville County Planning Department

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Greenville, SC 29601  
(864) 467-7270  
[www.greenvillecounty.org](http://www.greenvillecounty.org)

Attachment 6

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 18, 2021

**SUBJECT:** FTA Section 5310 Call for Projects

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GPATS, serving as Designated Recipient for the Greenville and Mauldin-Simpsonville Urbanized Areas, is responsible for the allocation of FTA Section 5310 Funding.

Section 5310 Funds are made available to providers of transit service for the Elderly, Disabled, and Job Access.

GPATS has \$879,533 from FTA available for applications. We will be advertising to solicit applicants until January 14, 2022, with the intent to bring a recommendation to the Study Team in January for February approval by the Policy Committee.

Anyone who is interested in applying, or who may know of agencies that might, please contact Asangwua Ikein, [aikein@greenvillecounty.org](mailto:aikein@greenvillecounty.org), and visit [www.gpats.org](http://www.gpats.org) for application guidelines.

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