

AGENDA
GPATS POLICY COORDINATING COMMITTEE
October 23, 2023
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 – Council Chambers
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 | Chairman
Senator Rex Rice |
| action: | 2. | APPROVAL OF THE AUGUST 21, 2023
POLICY COMMITTEE MINUTES | Attachment 1
Chairman
Senator Rex Rice |
| | 3. | PUBLIC COMMENT | Chairman
Senator Rex Rice |
| | 4. | SCDOT PROJECT STATUS UPDATE | Attachment 2
Casey Lucas
SCDOT Project Manager |
| action: | 5. | GPATS BYLAWS AMENDMENT | Attachment 3
Keith Brockington
GPATS Transportation Manager |
| action: | 6. | PERFORMANCE MEASURES UPDATE | Attachment 4 |
| action: | | - LRTP AMENDMENT | Anna Stewart |
| | | - TIP DOCUMENT AMENDMENT | GPATS Transportation Planner |
| action: | 7. | GPATS TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT FY2023-2028 AC#6 | Attachment 5
Keith Brockington
GPATS Transportation Manager |
| | 8. | GPATS CONGESTION MANAGEMENT PROCESS | Attachment 6
Kristina Whitfield-King
Kimley-Horn and Associates |
| action: | 9. | GPATS 2024 MEETING SCHEDULE | Attachment 7
Keith Brockington
GPATS Transportation Manager |
| | 10. | NEW BUSINESS | |
| | | • GPATS FEBRUARY 2024 OFFICER ELECTIONS | |
| | | • FEBRUARY LRTP AND TIP ITEMS | |
| | | • TAP AND SPECIAL STUDIES CALLS FOR PROJECTS | |
| | 11. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
August 21, 2023
County Square – Council Chambers
10:00 a.m.

In person and remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Rice, Senator Allen, Representative Collins, Representative Elliott, Councilor Fant, Councilor Kirven, Councilor Linvill, Councilor Russo, Councilor Wilson, Commissioner Christopher, Commissioner Metcalf, Mayor Amidon, Mayor Danner, Mayor McLeer, Mayor Merritt, Mayor Woods, Mayor Womack, GTA Chairwoman Smith, GCTC Chairwoman Sherlock and Keith Brockington.

OTHERS PRESENT: D. Beaty, A. Bodner, P. Butler, R. Cash, J. Chandler, T. Coker, E. Dillon, H. Gamble, R. Ballentine, C. Hill, N. Hinkle, A. Ikein, D. Lackey, C. Link, C. Lucas, N. Miglionico, B. Rewis, K. Roper, A. Stewart and B. Wilson.

CALL TO ORDER/WELCOME

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

APPROVAL OF THE MAY 15, 2023 POLICY COMMITTEE MEETING MINUTES

MOTION: By Councilor Kirven, seconded by Mayor Womack to approve May 15, 2023 minutes. The motion carried unanimously by voice vote. There were no objections.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Casey Lucas, Project Manager with the SCDOT, addressed the Committee members with a project update presentation included in the agenda packets:

- Upcoming Projects:
 - Garlington Road Corridor Study – Feasibility Study in progress. Consultant hired and expected completion is Spring 2024.
- Projects in Design:
 - Woodruff Road Congestion Relief (WRCR) – Currently in Right of Way (ROW).
 - S-107 Butler Road – Right of way (ROW) plans completed and ROW acquisitions are underway. On schedule for December 2024 let date.
 - SC-183 & Jameson Road Intersection – Began in 2015, placed on hold in 2017 due to pushback on roundabout (RAB), reactivated in 2019 and placed back on hold same year. Project reactivated in 2022, Public Information

Meeting (PIM) in July 2023 showing RAB design. This intersection is part of the corridor GPATS will be voting on during this meeting. The PIM in July had approximately 40 attendees, 56 comments received, and over 1200 website views. Public comments mostly agreed there are safety concerns and the intersection needed improvement.

- TAP Projects in Construction:
 - Fountain Inn Woodside Streetscape – Plans are completed. Not yet awarded. On schedule to be re-let in October of 2023.
 - Fountain Inn Woodside Connector – Project plans are completed. Was awarded additional funds by GPATS policy committee in October 2022. To be re-let in October 2023.
 - Riverside Middle School Sidewalk – Project plans are completed. Was awarded additional TAP funds October 2022. To avoid construction during school year, project to be let in March of next year.
 - Town of Central Connector – Under development and preparing surveys.
- Guideshare Projects in Construction:
 - Roper Mountain Road (RMR)/Roper Mountain Road Ext. (RMRE) – Both are GPATS Guideshare projects. RMR - Curb and gutter is $\frac{3}{4}$ of the way completed and asphalt is being placed along the corridor. Storm drainage, and sidewalk construction continuing on Roper Mountain Road. Roper Mountain Road Ext. bridge replacement construction is continuing along with the sidewalks.
- Bridge Projects:
 - S-75 Cherokee Road over US 29 – Project is non-guideshare bridge replacement in Anderson County. Bridge beams have been set and bridge deck installation is underway. New roundabout is now open for traffic. Earthwork for the new beams is progressing and pipe installation is ongoing.
- Completed Projects:
 - S-140 and S-250 – Both are non-guideshare bridge replacements in Pickens. Bridge is completed on S-140 and opened April 2023. S-250 project completed and bridge opened in June 2023.

Chairman Rice asked if anyone had questions. No questions were voiced.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028 AC#5

Keith Brockington, GPATS Transportation Manager, addressed members on the proposed Transportation Improvement Program (TIP) Amendment AC#5 and advised the following changes:

- Award from FTA to GTA/Greenlink for Section 5339(c), “Low/No” Grant, \$6.34 million.

- At the request of Pickens County, acceleration of three high-ranked SC-183 projects from the GPATS Long-Range Transportation Plan (LRTP) into the TIP as a single line item. SC-183 from SC-135 (Dacusville Hwy) to US-25 is a high-priority project in Pickens County with multiple sources of funding. After consultation with SCDOT, they are requesting \$28 million from GPATS Guideshare to fill the estimated funding gap. SCDOT and FHWA have given their approval for acceleration due to Local and State funding already secured for the project. The TIP would show:
 - \$3 million in FY2024 for Preliminary Engineering
 - \$5 million in FY2027 for Right of Way Acquisition
 - \$20 million yet to be programmed in FY 2029 or beyond for Construction

Mr. Brockington gave a brief history of the SC Transportation Infrastructure Bank (SCTIB) and gave examples of projects they have assisted with funds for; including the Ravenel Bridge in Charleston SC, the I-385 Gateway Project in Greenville, and also the Woodruff Road Congestion Relief Project in Greenville.

Mr. Brockington explained in June 2017 GPATS, on behalf of Pickens County, submitted an application to the SCTIB for two projects. One was for widening of SC-183 from SC-135 (Dacusville Highway) to Greenville County and the other was SC-153 extension-Phase III. After consultation with Pickens County and SCDOT, the SC-153 extension-Phase III was removed from the application to focus on the top priority project. Similarly, Greenville County had submitted, within the same time frame, an application for five projects and eventually narrowed those down to just one: Woodruff Road Congestion Relief Project.

Mr. Brockington stated SCTIB held off on applications, for internal reasons, until 2019 and requested updated project criteria. In 2020, GPATS/Pickens County submitted an updated application. Mr. Brockington explained in July 2020, the SCTIB Board met and voted on the first slate of projects and deferred others to future approval due to their funding constraint. He said Pickens County was deferred. In September 2022, SCTIB met to reconsider deferred applications.

Mr. Brockington said the Pickens County application was from SC-135 (Dacusville Highway) to just over the Greenville County line and the total cost is believed to be just under \$63.9 million. Mr. Brockington stated the SCTIB request was for \$44.7 million, the local match is \$19.2 million (which is approximately 30% of total cost), and SC General Assembly has earmarked \$10 million. He further explained the scores and other data included in the Agenda Packet. Mr. Brockington explained SCDOT assessed the project and stated additional scope and funding is needed due to “logical termini” requiring extension into Greenville County to White Horse Road (US-25). SCDOT also stated SC-183 bridge over Saluda River needs replacement and widening. Mr. Brockington stated Pickens County is requesting that GPATS Guideshare be allocated to fill the funding gap.

Mr. Brockington explained SCDOT Assessment and GPATS Horizon 2045 Long-Range Transportation Plan (LRTP) in greater detail showing three SC-183 projects, all high ranking, proposing they be combined into one. He stated SCDOT and FHWA have given permission

to accelerate these three segments from the LRTP into the Transportation Improvement Program (TIP) considering the high rank of all segments, significant local and state funding, and substantial safety concerns on this corridor. He explained SC-183 ranks high on South Carolina's list of deadly corridors pretty much every year. Mr. Brockington explained SCDOT estimates an additional \$28 million will be needed to supplement the current \$73.9 million. SCDOT broke that additional amount down to:

- FY2024 \$3 million for Preliminary Engineering
- FY2027 \$5 million for Right of Way acquisition
- FY2029 (outside of current TIP window) \$20 million for Construction.

Mr. Brockington asked if there were any questions or comments.

Mayor McLeer asked if the three projects on the LRTP were going to be combined when moved to the TIP.

Mr. Brockington replied yes, that is correct, if project is broken into phases, then there would be more line items showing the phases but it will all be constructed at one.

Chairman Senator Rice asked if the additional funds were only for the Greenville County portion.

Mr. Brockington said the entire corridor is within GPATS boundary so it was both Pickens and Greenville County and it is considered as one project.

Chairman Rice expressed concerns he has about letting the Pickens County side and not having funds to let the Greenville County side.

Mr. Brockington introduced Brent Rewis, Deputy Secretary for Intermodal Planning with SCDOT, and asked him if he would clarify the construction plans.

Mr. Rewis stated an important component of this project is the one mile from the Greenville County line up to Groce Road was left out of the STIB application and that creates an hour glass effect. Mr. Rewis explained if widening is done on both county sides up to that one mile and then the roadway narrows again, that would cause serious problems. Mr. Rewis stated there were a couple of ways to go about the project from a construction standpoint. Mr. Rewis said construction could begin on the Greenville County side because that is where the majority of the traffic is and work toward the Pickens side or construction could begin on both ends if the project is fully funded.

Chairman Rice asked if it would be best to make the project into two projects, one being in Pickens County and the other being in Greenville County.

Mr. Rewis replied the main reason for requesting the additional funds is so the entire project could be fully funded and be listed as one-line item.

Chairman Rice asked Mr. Brockington if the STIB money and Pickens County local match was programmed in to the TIP.

Mr. Brockington explained all final agreements with STIB and Pickens County need to be in place before GPATS is able to put the \$73.9 in to the TIP.

Mayor Danner asked for clarification on the TIP window.

Mr. Brockington explained the current tip window is 2023-2028 and the \$20 million for construction in fiscal year 2029, or beyond, will be programmed in the new TIP that GPATS will prepare in May 2024. Mr. Brockington stated that TIP will cover 2025-2030.

Ms. Walker Smith, Chairwoman for Greenville Transit Authority Board of Directors, asked if Pickens County had matching local funds would Greenville County also need to have local funds.

Mr. Brockington replied that there are enough funds in the Pickens County submission that Greenville County will not need to match additional local funds.

Councilor Kirven asked if this is voted on and approved, it is contingent on the STIB approving the other funds.

Mr. Brockington replied yes, that is correct.

MOTION: By Councilor Kirven, seconded by Mayor Danner to approve the Transportation Improvement Program Amendment FY2023-2028 AC #5 as presented. The motion carried unanimously by voice vote. There were no objections.

GPATS CENSUS 2020 MPA BOUNDARY ADOPTION

Keith Brockington, GPATS Transportation Manager, addressed members on the Metropolitan Planning Area (MPA) boundary adoption.

Mr. Brockington explained at the end of 2022 and early 2023, the Census and FHWA released the resources for Metropolitan Planning Organizations (MPOs) to begin redrawing MPA boundaries based off of the newly-defined Urbanized Areas (UZA) from the 2020 Census.

Mr. Brockington showed a presentation while explaining many areas shrank due to the Census Bureau redefining UZAs and a few grew. Mr. Brockington stated due to the concentrated growth on US-76 out of the City of Anderson, the Anderson UZA extended upwards toward the Clemson area and grew while Greenville UZA actually shrank back from Clemson. He stated the area along Greer, Duncan and Lyman close to Spartanburg Area Transportation Study (SPATS) are still a little blurred so the MPOs are consulting with SCDOT and FHWA to get a more concise boundary. Mr. Brockington added that he believes all the MPO's in the state are set and ready to go with new boundaries.

Mr. Brockington explained Anderson Area Transportation Study (ANATS) is now considered Anderson-Clemson Area Transportation Study (ACATS) and grew substantially into the Williamston, Pelzer, West Pelzer, Pendleton, Clemson, Central and Norris area.

Mr. Brockington stated Spartanburg Area Transportation Study (SPATS) have taken over the Woodruff area so they grew further south in Spartanburg County and SPATS and GPATS boundary lines are completely contiguous within Spartanburg County.

Mr. Brockington said Williamston, Pelzer, and West Pelzer is now their own small UZA and after consultation, they chose to move over the ACATS MPO. Pickens is also their own little UZA but there was no question that they would stay with GPATS because they are not close enough to the Anderson UZA.

Mr. Brockington reminded all attendees the link in the Agenda Packet will go to the interactive map showing all MPO and UZA boundaries.

Mr. Brockington stated at the next Policy Committee Meeting GPATS will address the By Laws and membership changes that will take place due to the new boundaries.

Mr. Brockington asked if there were any questions or comments.

Chairman Rice asked about current projects that are maybe no longer in GPATS boundaries and what happens to those.

Mr. Brockington replied it depends on the funding, if the project is in the Long-Range Transportation Plan (LRTP) or in the Transportation Improvement Program (TIP), but has not received any funding yet, GPATS will work with the other MPO to see how that transitions. Mr. Brockington gave the example of in the Clemson area GPATS (out of PL funds) Policy Committee approved study funding for Clemson to do an internal LRTP and because GPATS committed to that, will still be required to do so. GPATS has money programmed in fiscal year 2024 for the initial Preliminary Engineering of Clemson's Green Crescent Trail and GPATS will honor that commitment.

Mr. Brockington said his understanding is the Clemson project for US-123 has not yet been programmed in for funding, so GPATS will not be held liable for that project and more information will be brought forth as time passes.

Mayor Danner commended GPATS, GPATS Policy Committee, City of Greer, ACOG and SPATS for the work they all put forth together in the past years to understand and explain how this all works. Mayor Danner commented trying to learn about Transportation Planning and where the boundaries will be drawn between MPOs has been perplexing and caused much consternation; especially with the City of Greer being within two MPOs and two counties.

Chairman Rice asked if there were any more questions or comments.

MOTION: By Commissioner Christopher, seconded by Mayor McLeer to approve GPATS Census 2020 boundary adoption as presented. The motion carried unanimously by voice vote. There were no objections.

NEW BUSINESS

GPATS 101 Training Session

Mr. Brockington stated GPATS still plans to schedule the training session very soon and it will be held in the training room on the second floor of the North building.

Chairman Rice asked what month it might be held in.

Mr. Brockington replied probably early September.

Ms. Walker Smith, Chairwoman for Greenville Transit Authority Board of Directors, asked for clarity on the membership changes.

Mr. Brockington replied the only changes known for sure are the loss of the Mayor of Clemson and the Mayor of Williamston due to the new boundaries.

Chairman Rice asked if will it be necessary to replace those Mayors or is there a number of members that are required.

Mr. Brockington explained GPATS' requirement for membership is representative of the area and since GPATS area shrank, it will not be necessary to replace those Mayors. Mr. Brockington re-iterated the By-Laws and membership numbers will be discussed in more detail at the next Policy Committee Meeting.

Chairman Rice asked if there were any more comments or questions. None were voiced.





ADJOURNMENT





MOTION:

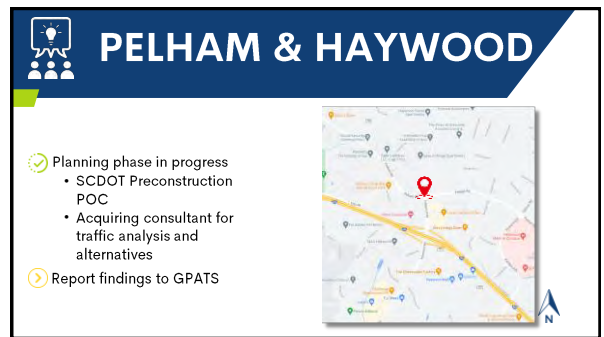
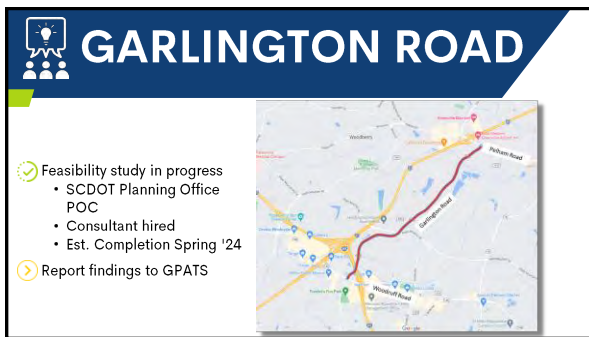
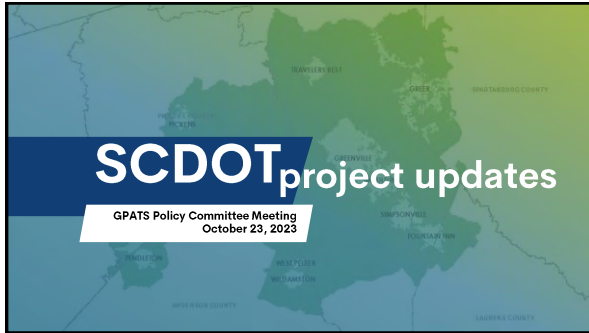
Without objection Chairman Senator Rice adjourned the meeting at 10:45 a.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

	 PROJECT SCOPE			 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES
Guideshare	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: 04/2024	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. All known utility conflicts have been resolved.	Drainage, earthwork and concrete curb/gutter continuing. 60% of road work is completed.
	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.			Phase I of bridge work over Rocky Creek is completed. 90% of roadwork completed.
	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 ROW 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. In ROW 5/2023.	
	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 ROW Current Let Date: 12/2024	Buildingabetterbutler.com PIM held 1/14/21. Additional coordination with City of Mauldin & 2nd PIM held 11/18/2021. ROW and CON funds increased (+20.4M) 2/27/23 PC. In ROW 4/2023.	
	Garlington Road	P039274	Garlington Road (S-564) Corridor improvements from SC 146 to Roper Mountain Road.	In PL Est. Completion: Spring '24	Feasibility study process kicked off 3/3/2022. SCDOT Planning Office is securing a consultant to continue the feasibility study.	
	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 Current let date 12/2023	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. GPATS PC voted to put the project back on hold 10/2019. Project voted to be taken off of hold per May 2022 GPATS PC Meeting.	Small purchase underway for updated traffic data and alternative analysis due to pending SIB application to widen SC 183.
	Pelham Road & Haywood Road	P039271	Intersection improvements at Pelham road (S-492) and Haywood road (S-273).	In PL		Project scoped 9/13/23 ahead of acquiring a consultant for alternative analysis.
	Pleasantburg Drive & Rutherford Road	P039272	Intersection improvements at Pleasantburg Drive (SC 291) and Rutherford Road (S-21).	In PL		Project scoped 9/13/23 ahead of acquiring a consultant for alternative analysis.

 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 Construction Est. Completion: 7/2024	ROW acquisition is 75% complete. Awarded to Thrift Development Corporation - \$11.2M. Pre-con held 1.20.22.	Contractor currently working on constructing the new median on US 29, approach slabs for the overpass as well as the barrier wall along the bridge.
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith	In Letting Prep Current Let Date: 12/2023	SCDOT 10 Year Plan Bridge Replacement. Preliminary geotechnical exploration and analysis underway. Alternative analysis study completed. PIM held 8/26/2021. Project in ROW 2/2022.	ROW and utilities certified, plans submitted to the Letting Prep Office ahead of December letting.
	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 ROW Current Let Date: TBD	Project website live https://churchstbridgerehab.com . Project in ROW 5/2023.	
	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 have been signed and completed proposed let date is still planned for 2028.	
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	In ROW Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. ROW obligated 2/2023.	
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: 10/2023	Plans completed and project let 5/2022. No acceptable bids received. Scope revisions forthcoming per FI to reduce construction cost.	In 10/2023 Letting
	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 Letting Prep Current Let Date: 10/2023	Project plans are completed. Let date rolling until construction funding secured by the City. Additional TAP funds awarded 10/22.	In 10/2023 Letting
	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: 03/2024	Project plans are completed. Let date rolling until construction funding secured by ACSD 4. Additional TAP funds awarded 10/22. Supplemental FPA executed, project letting 3/2024.	
	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 executed 8/2/22. Project was scoped with the Town of Central, and surveys have been ordered.	
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 ROW Current Let Date: 12/2023	Project in ROW phase.	Construction plans QA review completed.



PLEASANTBURG & RUTHERFORD




- ✓ Planning phase in progress
 - SCDOT Preconstruction POC
 - Acquiring consultant for traffic analysis and alternatives
- Report findings to GPATS

PROJECTS

in design



WOODRUFF ROAD CONGESTION RELIEF



- ✓ ROW plans completed & ROW funds obligated
- ✓ ROW acquisition underway
- CON Spring 2026

FixWoodruffRoad.com

S-107 BUTLER ROAD



- ✓ ROW plans completed
- ✓ ROW acquisition underway
- 12/2024 Let

BuildingaBetterButler.com

SC 183 & JAMESON INTERSECTION IMPROVEMENT



- ✓ PE Underway
 - Traffic and alternative analysis underway
- ✓ ROW Acquisition Underway
- CON Spring 2025

scdot.org/sc183-at-s95

SC 183 & JAMESON ROAD MAP



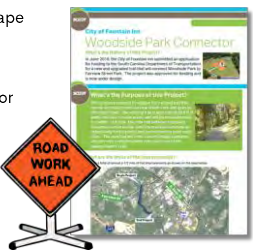
Timeline of project milestones:

- PE Began 2015
- ROW Obligated 2016
- PIM Held Jan 2017
- Project Placed On Hold 2017
- Project Reactivated 2019
- Project Placed On Hold 2019
- Project Reactivated May 2022
- PIM Held July 2023

Current status: YOU ARE HERE (at the intersection)


TAP PROJECTS

- Fountain Inn Woodside Streetscape
 - \$180K GPATS TAP Funding
 - Bids rejected 5/2022
- Fountain Inn Woodside Connector
 - \$799K Total TAP Funding
 - FPA Executed
 - Let 10/2023
 - bid review underway



TAP PROJECTS

- Riverside Middle School Sidewalk
 - \$465 Total TAP Funding
 - Supplemental FPA executed
 - 03/2024 Letting
- Town of Central Connector
 - \$643K GPATS Tap Funding
 - Project scoped with Town of Central
 - Surveys Completed
 - Preliminary Design Underway



PROJECTS in construction

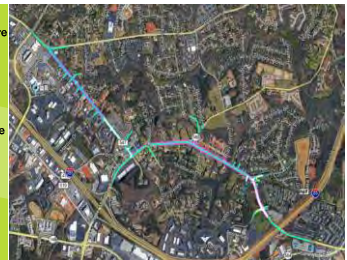


Roper Mtn Rd/Roper Mtn Rd Ext.

GPATS Guideshare Project

 Awarded to Eagle Construction 04/2020

 Estimated Completion 04/2024



RCE update

- RMRE - drainage, earthwork and concrete curb and gutter continuing.
- RMRE -Phase I of bridge work is completed, and 90% of roadwork is completed.



RCE UPDATE RMRE




S-75 Cherokee Rd. over US 29

Non-Guideshare Bridge Replacement in Anderson County

Awarded to Thrift Development 11/2021

Estimated Completion 07/2024



RCE update

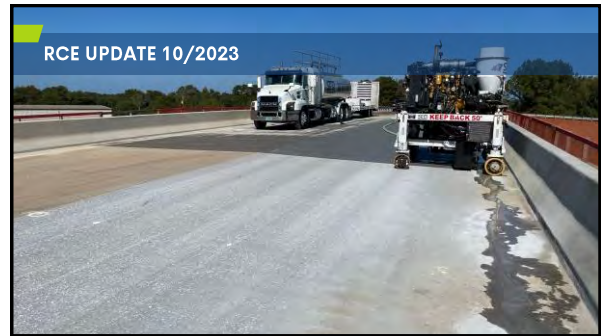
- Median work on US 29 underway
- Approach slab and barrier wall along the bridge



RCE UPDATE 8/2023



RCE UPDATE 10/2023



THANK YOU!

QUESTIONS?

CONTACT ME AT:

 LUCASCB@SCDOT.ORG

 803-737-1087





Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 23, 2023

SUBJECT: GPATS By-Laws Amendment

Per the GPATS 2023 Boundary Change from the 2020 Census, the GPATS By-Laws need to be updated to reflect current circumstances.

Please find **Attachment 3.2**, a draft of updated and consolidated By-Laws, with markup. Please review the changes. Of note, please be aware:

- Article 2: Policy Committee Membership
 - Table 1: Removal of Anderson County Municipal Seat, and reduction of one Pickens County Municipal Seat
 - Item 2.1: Removal of the items identifying the Pickens County Municipal Group and the Anderson County Municipal Group
 - Item 2.1: Addition of Easley, Liberty, and Pickens to the Mayors with voting seats.
- Articles IV: Study Team Membership
 - Item 4.1: Removal of the Cities of Clemson and Central, and of Clemson Area Transit and Clemson University from the Study Team
- Article VI: Quorum
 - Item 6.2: Reduction of the Policy Committee Voting Quorum from 15 to 14
- Added new Amendment date, with current Officer signatures

The Study Team has reviewed the By-Laws and Recommends Approval by Consensus without Objection. The Policy Committee will be asked to vote on the GPATS By-Laws and adopt the proposed changes. Per the existing By-Laws, an affirmative vote of three-fourths of the members present is required to pass changes to the By-laws.

AMENDMENT DRAFT FOR OCTOBER 23, 2023

BYLAWS

GREENVILLE-PICKENS AREA TRANSPORTATION STUDY

ARTICLE I – PURPOSE

Title 23 USC 134 and Sections 3(a)(2), 4(a), 5(g)(1), and 5(1) of the Urban Mass Transportation Act of 1964, as amended, (49 USC 1602)(a)(2), 1603(a), 1604(g)(1) and (1) require that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of an urbanized area. As a part of this requirement, there must be an organization formed which serves as the forum for cooperative decision making by principal elected officials of general purpose local government involved in the study area. The organization created to serve this purpose is the Greenville-Pickens Area Transportation Study (GPATS) Policy Coordinating Committee, hereinafter referred to as the Policy Committee.

The Policy Committee is responsible, in cooperation with the South Carolina Department of Transportation (SCDOT), for carrying out the provisions of the above-referenced legislative requirements. The Policy Committee provides policy direction for planning, programming, and implementation of the GPATS plan. The Policy Committee makes recommendations to the County Councils, the County Delegations, the SCDOT, and any other official body responsible for taking official action on highway projects.

The Study Team is the technical committee responsible for supporting the Policy Committee in its decision-making on current and emerging transportation issues, and will provide updates, feedback, and recommendations on all GPATS planning products and endeavors (such as the LRTP, TIP, and UPWP). Its makeup is of the administrators, planners, and engineers of the member jurisdictions, in order to discuss, formally recommend items that are to be brought before the Policy Committee, and resolve any technical issues prior to public issuance of the agenda items.

ARTICLE II – POLICY COMMITTEE MEMBERSHIP

- 2.1 Membership on the Policy Committee shall consist of elected and appointed officials representing governmental entities within the Greenville-Pickens Area Transportation Study area. **Table 1** details the number of representatives serving on the GPATS Policy Committee.

Table 1

	Leg. Delegation	County Council	Municipal	Commissioners	GTA	Number of Votes
Greenville County	5	5	6	1	1	18
Pickens County	2	2	3	1		8
Anderson County	1	1				2
Total	8	8	9	2	1	28

- The Legislative Delegation Chairs shall appoint their delegation members to the Policy Committee
- The County Council Chairs shall appoint their Council members to the Policy Committee
- The Mayors of Greenville, Greer, Fountain Inn, Mauldin, Simpsonville, ~~and~~ Travelers Rest, Easley, Liberty, and Pickens shall serve on the Policy Committee
- ~~The Mayors of Pelzer, West Pelzer, and Williamston shall among themselves appoint one mayor to serve on the Policy Committee~~
- ~~The Mayors of Central, Clemson, Easley, Liberty, Norris, Pendleton, and Pickens shall among themselves appoint four mayors to serve on the Policy Committee~~
- The SCDOT Highway Commission representatives from District 3 and District 4 shall serve on the Policy Committee
- The Chair of the Greenville Transit Authority shall serve on the Policy Committee
- Ex-officio members shall serve on Policy Committee by virtue of their position

- 2.2 Ex-officio (nonvoting) Policy Committee members shall be:

- (a) Planning Director, Greenville County Planning Department, or Designee
- (b) Chair of Anderson County Planning Commission
- (c) Chair of Greenville County Planning Commission
- (d) Chair of Pickens County Planning Commission
- (e) Chair of Anderson County LDTC
- (f) Chair of Greenville County LDTC

(g) Chair of Pickens County CTC

ARTICLE III – POLICY COMMITTEE OFFICERS

3.1 Chair

The Chair of the Committee shall be elected from the voting membership. The Chair shall preside at all meetings of the Committee. Except as otherwise authorized by the Committee, the Chair shall sign all correspondence and other instruments made by the Committee. At each meeting the Chair shall submit such recommendations and information as they may consider proper concerning the business affairs and policies of the Committee.

3.2 Vice Chair

The Vice Chair shall be elected from the voting membership and shall perform the duties of the Chair in the absence of or incapacity of the Chair.

3.3 Secretary/Executive Director

The Planning Director, Greenville County Planning Department (or their Designee), shall serve as the Secretary of the Committee and, as such, shall have general supervision over the administration of the Committee's business and affairs, subject to the direction of the Committee. The Secretary will be responsible for seeing that each Committee member receives copies of all correspondence received by and transmitted from the Committee and other local government agencies involved with the GPATS program. The secretary shall also assure compliance with the SC Freedom of Information (FOI) Act and all other applicable federal, state, and local laws pertaining to the activities of the committee.

3.4 Term of Office

The officers of the Committee shall serve two-year terms or until a successor has been elected. Elections of officers shall be held at the first meeting of the calendar year.

ARTICLE IV – STUDY TEAM MEMBERSHIP

- 4.1 Membership of the Study Team is designated by the Policy Committee and MPO member jurisdictions, composed of representatives of public and

semi-public agencies having transportation or transportation-related planning, programming, and/or implementation responsibilities within the GPATS Area.

- Greenville County, 3 Seats
- Pickens County
- Laurens County
- Anderson County
- City of Greenville, 2 Seats
- ~~City of Clemson~~
- City of Greer
- City of Mauldin
- City of Easley
- City of Pickens
- City of Liberty
- ~~City of Central~~
- City of Simpsonville
- City of Travelers Rest
- City of Fountain Inn
- Powdersville
- Appalachian Council of Governments
- Greenville Transit Authority
- ~~Clemson Area Transit~~
- ~~Clemson University~~

- 4.2 Participation at Study Team Meetings are to be open-ended, with any interested, knowledgeable, or concerned professionals permitted to attend and engage at meetings.
- 4.3 Membership on the Study Team will be extended to any GPATS Jurisdiction or appropriate entity/agency that routinely participates in GPATS meetings and efforts, at the approval of the Study Team and Policy Committee.

ARTICLE V – STUDY TEAM OFFICERS

5.1 Chair

The Chair of the Study Team will be the Executive Director of the GPATS

Policy Committee, or their Designee in the Chair's absence. The Chair will serve in an Ex-Officio capacity.

5.2 Secretary

The Chair will appoint a member of the MPO Staff to serve as Secretary of the Study Team to record minutes of the meeting.

ARTICLE VI – POLICY COMMITTEE MEETINGS

6.1 Meetings

Meetings of the Committee shall be at the request of the Chair, initially scheduled for the next Calendar Year at the final meeting of the current Calendar Year. The Chair, through the Secretary, shall notify Committee members at least five days in advance of a proposed meeting and shall submit a proposed agenda of items to be considered by the Committee. All meeting notices and agendas shall be provided consistent with the requirements of the South Carolina Freedom of Information Act.

6.2 Quorum

A quorum of the Committee shall be a majority of the voting membership, **14 or more**. All action by the Committee shall require a majority vote.

6.3 Manner of Voting

The voting on all questions coming before the Committee shall be on a yeas and nays, show of hands, roll call, or ballot basis and shall be entered upon the minutes of such meetings. Voting members only may vote on matters properly presented to the Committee. Ex officio members may participate in discussion but shall not vote.

6.4 Executive Session

(a) Executive sessions may be called by the Chair or acting Chair, following a vote of the majority of the members present.

(b) All executive sessions shall comply with Section 30-4-70 of the South Carolina Freedom of Information Act.

6.5 Public Access

All regular, special, and called meetings of this Committee shall be open to the public. A public comment period shall be provided at the beginning of each Committee meeting, and will allow a maximum of ten individuals to address the Committee for a maximum of three minutes each.

6.6 Agenda

An agenda for each meeting shall be prepared. Agendas shall be posted to provide public notice compliance. Copies of the agenda shall be given to interested persons, on their request, at the time the meeting is convened. Any matter not listed on the agenda may be introduced by a member of this Committee after the matters listed on the agenda have been considered; and such matters will be available for formal action at the next meeting of the Committee.

6.7 Conflict of Interest Abstention

No member shall vote or participate in discussion on any issue in which he has a personal, professional, or financial interest.

6.8 Staff Reports

Staff reports and/or committee reports shall be presented to this Committee at its meetings.

6.9 Parliamentary Procedure

Procedures at all meetings of this Committee shall be governed by Mason's Manual of Legislative Procedure, except when such rules of order are in conflict with these Bylaws.

ARTICLE VII – STUDY TEAM MEETINGS

7.1 Meetings

Meetings of the Study Team shall be at the request of the Chair, initially scheduled for the next Calendar Year at the final meeting of the current Calendar Year. These shall typically occur three (3) weeks prior to a Policy Committee Meeting. The Chair, through the Secretary, shall notify Study Team members of a proposed meeting and shall submit a proposed agenda of items to be considered by the Policy Committee. All meeting

notices and agendas shall be provided consistent with the requirements of the South Carolina Freedom of Information Act.

7.2 Manner of Recommendation

The Study Team shall act upon agenda items by Recommendation. These Recommendations shall be provided by

- Consensus – Unanimous support by Members present
- Consensus with Objection – Formal Objection(s) to the Recommendation shall be noted by the Chair and voiced when providing the Recommendation to the Policy Committee
- No Consensus – Significant Objection resulting in a split Recommendation shall be noted by the Chair and explained to the Policy Committee
- No Recommendation – Significant Objection or issues with agenda item, resulting in a lack of Recommendation, shall be noted by the Chair and explained to the Policy Committee

Ex officio members may participate in discussion but shall not provide Recommendation.

7.3 Public Access

All regular, special, and called meetings of this Study Team shall be open to the public. The Study Team may choose to hear from members of the public wishing to speak, but may defer public comment to the established Policy Committee meeting.

ARTICLE VIII – COMMITTEES

8.1 Special Committees

The Chair of the Committee may create special committees, without limit as to number of members, to study items that, in his judgment, require special attention. The Chair of the Committee shall designate one member of each special committee as its chair.

8.2 Committee Meetings

Any committee shall meet at the call of its chair. Such meetings shall also comply with these rules and the notice and agenda requirements of the South Carolina Freedom of Information Act.

ARTICLE IX – STAFFING

- 9.1 GPATS will retain full time Staff as required by the above legislative requirements for the smooth functioning of the MPO.
- 9.2 Greenville County Planning Department, Transportation Planning Division will hereby serve as GPATS Staff, providing all due support.
- 9.3 As Staff for the MPO, Greenville County will be the recipient of the Federal MPO PL Grant funds, and is designated as FTA Designated Recipient of transit funding for certified use and distribution under the approved Unified Planning Work Programs and Transportation Improvement Programs
- 9.4 As Staff for the MPO, Greenville County will be responsible for development, maintenance, and implementation of all Federally-mandated MPO planning documents.
- 9.5 Provision for Greenville County to continue serving as Staff for GPATS shall be contingent on successful completion the quadrennial Federal Certification Reviews.
- 9.6 GPATS Staff will serve as Ex-Officio Members of the Study Team, being full participants but casting no Recommendation on Agenda Items.

ARTICLE X – LEGAL COUNSEL

- 10.1 For purposes of legal certification of GPATS authority in required filings with Federal, State, and Regional agencies, the Greenville County Attorney's Office is designated to serve as legal counsel for GPATS.

ARTICLE XI - SUSPENSION AND AMENDMENT

- 11.1 Suspension of Bylaws
This committee may suspend any of these Bylaws by unanimous vote of all the members present, **once a quorum has been met.**

11.2 Amendment

These bylaws may be amended at any regular or special meeting attended by a quorum of this committee, by an affirmative vote of three-fourths of the members present. The membership of the Policy Committee shall be notified in writing of the changes that are being proposed at least five (5) days prior to any meeting in which changes to the bylaws are to be considered.

11.3 Re-Designation of MPO

At such time as any portion of a county adjoining Greenville County, including the cities contained therein, qualifies as an MPO, the land area may be removed from the GPATS area upon a majority vote of the GPATS members representing the qualifying area.

AMENDED: October 23, 2023

ATTEST: _____

Pickens County Senator Rex Rice, Chair

Greenville County Senator Ross Turner, Vice Chair



Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 23, 2023

SUBJECT: GPATS Performance Measures Update

Please find **Attachment 4.2**, an Amendment to the GPATS Horizon2045 Long-Range Transportation Plan of GPATS Performance Measures required by the FAST Act. Additionally, please find **Attachment 4.3**, an Amendment to the GPATS FY2023-2028 TIP Document to bridge Transportation Performance Measures (TPM) from the LRTP into project selection and implementation

The Performance Measure items being amended are:

- Safety Targets
- Greenlink Transit Asset Management (TAM) Targets

Anna Stewart will be presenting the changes to both documents. GPATS will be required to incorporate them into the LRTP and TIP in order to stay compliant with Federal Regulations.

Both amendments have been advertised from October 1 through October 23, 2023. 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 2045 LRTP and 2) the Amendment to the GPATS FY2023-2028 TIP Document.

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 show GPATS and South Carolina baseline information, the state's targets, and safety targets set by regional transit agencies in their safety plans.

2020 - 2024 SAFETY TARGETS (2018-2022 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1079.6	1.900	2802.0	4.930	457.0
SC Targets	1079.0	1.870	2549.0	4.410	454.0
GPATS Baseline	112.4	1.805	338.2	5.431	55.6

2022 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	8.5	1.44	19.5	3.32	10.527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

*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 2023 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 2023 October 2019
 March 2022 February 2019
 February 2021 November 2017
 October 2020

TRANSIT ASSET MANAGEMENT (TAM)

Transit Asset Management (TAM) plans have been employed to inform the distribution of transit funds based on the condition of transit assets, with a goal of achieving and maintaining a state of good repair for agency assets. US DOT has found that nationwide an estimated 40% of busses and 23% of rail transit is considered to be in marginal or poor condition, with a \$90 billion backlog in deferred maintenance and replacement. TAM plans allow transit agencies to monitor and manage their assets over time. They can help improve safety and increase performance and reliability. South Carolina has created a Group TAM Plan for rural transit agencies in the state, and larger transit agencies have been tasked with creating their own TAM plans to serve their differing needs.

TAM within the GPATS Region

GPATS has two transit agencies within its boundaries: Greenville Transit Authority dba Greenlink and Clemson Area Transit or CATbus. Each agency has its own needs and assets. Due to this, Greenlink and CATbus have created separate 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 and not a transit agency.

TAM Process

Transit Asset Management involves setting performance measures for different asset classes. Agency assets are separated into four different asset categories with established performance measures. These asset categories are:

- Rolling stock
- Equipment
- Facilities
- Infrastructure

Agencies then assign each of their assets to one of these categories and begin measuring which ones have met or exceeded their useful life benchmarks. In other words, agencies are determining which assets are not in a state of good repair. This means that transit agencies are striving for low percentages. As assets age and their conditions deteriorate, performance measure values will go up due to the increased percentage of assets that have met or passed their useful life benchmark. Federal regulations require transit agencies to establish and report yearly targets, at least 5 years into the future, as an attempt to inform funding decisions.



Photograph provided by Clemson Area Transit

Transit Asset Management (TAM) Targets

As was mentioned earlier, each transit agency has different types of assets and, therefore, different needs. Generally, each asset category is split into different asset classes. For example, busses can be a general asset class under rolling stock but can also be broken into differing types of busses, such as articulated busses and cutaway busses. The table below summarizes all asset classes, and their associated targets, as listed in Greenlink's TAM Plan and CATbus' TAM plan. The updated Greenlink TAM targets were adopted on October 23, 2023. All funding decisions made in the TIP will consider these targets moving forward. In an effort to aid moving transit capital towards the regional targets, GPATS elected to set aside Guideshare funding specifically for transit capital projects. decisions made in the TIP will consider these targets moving forward. In an effort to aid moving transit capital towards the regional targets, GPATS elected to set aside Guideshare funding specifically for transit capital projects.



Photograph provided by Greenlink

GREENLINK TARGETS

Category	Class	Performance Measure	2023 Target
Rolling Stock	Bus	% met or exceeded ULB	50%
	Trolley Bus	% met or exceeded ULB	50%
	Cutaway Bus	% met or exceeded ULB	14%
	Van	% met or exceeded ULB	0%
Equipment	SUV	% met or exceeded ULB	40%
	Van	% met or exceeded ULB	0%
	Truck	% met or exceeded ULB	83%
	Car	% met or exceeded ULB	100%
Facilities	100 W. McBee (Terminal)	% with condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% with condition rating below 3.0 on TERM Scale	100%

CAT TARGETS

Category	Class	Performance Measure	2021 Target
Rolling Stock	Articulated Bus	% met or exceeded ULB	0%
	Bus	% met or exceeded ULB	20%
	Trucks and other Rubber Tire Vehicles	% met or exceeded ULB	0%
Facilities	Administration	% with condition rating below 3.0 on TERM Scale	0%

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 September 1st, 2023, 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 23rd, 2023. 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 (2018 – 2022)	1079.6	1.900	2802.0	4.930	457.0
GPATS Baseline (2018 – 2022)	112.4	1.805	338.2	5.431	55.6
SC 2023 Targets	1079.0	1.870	2549.0	4.410	454.8

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

2022 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	8.5	1.44	19.5	3.32	10,527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

*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 2023 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.

Greenlink 2023 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	50%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	50%
	Van	% of rolling stock that has met or exceeded ULB	0%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	14%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	40%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	83%
	Car	% of vehicles that have met or exceeded their ULB	100%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	100%

Clemson Area Transit 2021 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Articulated Bus	% of revenue vehicles that have met or exceeded their ULB	0%
	Bus	% of revenue vehicles that have met or exceeded their ULB	20%
Equipment	Trucks and other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	0%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	0%

Infrastructure Condition

South Carolina, which has one of the largest state-owned roadway systems in the United States, is in need of extensive infrastructure repair and replacement. Federal Regulations required state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets for six infrastructure condition performance measures by January 1, 2022. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions.

Pavement condition was calculated by comparing road segments to multiple different thresholds, including the International Roughness Index (IRI), percent cracking, percent rutting, and percent faulting on a scale of good to poor. If all metrics rated “good,” the segment was considered in good condition. If two or more metrics rated “poor,” the segment was considered in poor condition. Anything in between was considered fair condition. The targets were set using the average deterioration rates of the system while considering existing and planned construction projects in the region.



Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 23, 2023

SUBJECT: GPATS Performance Measures Update

Please find **Attachment 5.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2023 through 2028. This proposed Amendment version will be known as AC #6.

The following changes are being made to the TIP:

- At the Request of the SC Department of Parks, Recreation, and Tourism, please find **Attachment 5.3**, the award letter for the 2023 Recreational Trails Program (RTP) Projects. The following project will be added to the TIP having been awarded RTP Funding
 - City of Greenville, Nicholtown Mountain Bike and Hike Trails - \$100,000

The TIP has been advertised from October 1 through October 23, 2023. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the GPATS FY2023-2028 Transportation Improvement Program, Amendment AC #6, which will be submitted for adoption into the Statewide Transportation Improvement Program (STIP).

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2023-2028 FINANCIAL STATEMENT													
Amendment/Correction Version AC 6-DRAFT													
TIP Approved 05/16/2022 AC #5 Approved 08/21/2023													
TIP													
(COST IN THOUSANDS)			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TIP COST (2023-2028)			
GUIDESHARE ALLOCATION			\$20,644	\$23,211	\$23,211	\$23,211	\$23,211	\$23,211	\$23,211	\$139,266			
DEBT SERVICE			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
SCDOT SIGNAL RETIMING			(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)	(\$900)	(\$3,150)			
ALLOCATION AVAILABLE FOR PROJECTS			\$20,494	\$23,061	\$23,061	\$23,061	\$22,311	\$22,311	\$22,311	\$136,116			
CARRYOVER AVAILABLE FROM PREVIOUS FY			\$ 7,783	\$ 22,865	\$ 7,783	\$ 12,007	\$ 14,602	\$ 5,101	\$ 9,262				
GUIDESHARE SUBTOTALS			\$ (300)	\$ (19,650)	\$ (18,837)	\$ (20,467)	\$ (31,812)	\$ (18,150)	\$ (1,800)	(\$110,716)			
SCDOT GUIDESHARE ADVANCEMENT													
GUIDESHARE PAYBACK													
BALANCE			7,783	27,977	26,276	12,007	14,602	5,101	9,262	29,773	29,773		
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE, PL - PLANNING AND FEASIBILITY * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY ** - ENVIROMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium) *** - Projects to be merged with I-85 @ I-385 Design/Build **** - Projects may be combined for cost saving, if possible. ***** - Advance construction (AC) is not additional funding it is illustrative of the advancement										FY23-28 GUIDESHARE SUMMARY			
										REVENUES	ALLOCATION \$139,266		
											CARRYOVER \$7,783		
										EXPENDITURES	PROJECTS (\$110,716)		
											DEBT \$0		
											OTHER (\$3,150)		
										BALANCE	\$29,773		
Amounts shown in Italics are Non-Guideshare funds													
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
		DEBT SERVICE	\$ 67,048	\$840									STBGP CRRSAA
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS											STBGP
37728RD02		ALEX RD	1,548								Fully		
37728RD03		JIM HUNT RD	2,043								Obligated		
		JAMESON RD	239 P, R				2,000 C						
37686RD01	17	BATESVILLE ROAD (S-164)	1,650 P										STBGP
		SC 14 TO ROPER MOUNTAIN RD	2,200 R										
		(THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	13,000 C 1,750 C										Safety
39660RD01	5	WOODRUFF ROAD (SC-146)	750 P										STBGP
		IMPROVEMENTS	1,500 R										
		FROM NEAR SCUFFLETOWN	*****9,500 C-AC										
		RD (S-23-145) TO BENNETTS BRIDGE (SC-296)	6,778 C-ACC										
		WITH IMPROVEMENTS TO INTERSECTIONS	2,722 C-ACC										CRRSAA
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) ****	1,550 P										STBGP
		PELHAM ROAD TO ROPER MOUNTAIN ROAD	1,200 R										
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	9,800 C										
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) ****	1,150 P										STBGP
		ROPER MOUNTAIN EXT TO GARLINGTON ROAD	1,500 R										
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	7,750 C 1,000 C										Safety

GUIDESHARE PROJECTS CONTINUED													
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.													
P030553	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P		10,400 R		4,500 C 21,000 C-AC	10,000 C-ACC	11,000 C-ACC		\$35,900		STBGP
P030554	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P			1,900 R	2,500 C 8,500 C-AC	8,500 C-ACC			\$12,900	ON HOLD	STBGP
P028743		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	4,900 P		8,750 R *****34,461 R-AC	11,487 R-ACC	11,487 R-ACC	11,487 R-ACC			\$43,211	76,000	STBGP
P039274		GARLINGTON ROAD FROM SC-146 TO PELHAM ROAD		300 PL		TBD	TBD						STBGP
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)						500 PL		TBD	\$500		STBGP
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)					500 PL	TBD	TBD		\$500		STBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)							40 PL	TBD	\$40		STBGP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)					60 PL	TBD		TBD	\$60		STBGP
	6	WADE HAMPTON FROM PINE KNOLL DR TO REID SCHOOL RD							200 PL				STBGP
P041914		SC-296 REIDVILLE ROAD SC-290 TO SC-146 (WOODRUFF ROAD)			100 PL						\$100		SPATS STBGP
		SC-183 FARRS BRIDGE ROAD SC-135 TO US-25 (WHITE HORSE ROAD) WIDENING (SCOPE TBD)				3,000 P			5,000 R			\$20,000	STBGP SCTIB / PICKENS COUNTY
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STBGP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STBGP
	2	HAYWOOD ROAD AND PELHAM ROAD			250 PL	TBD	TBD				\$250		STBGP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD			250 PL	TBD	TBD				\$250		STBGP
	4	WHITEHORSE RD / W. BLUE RIDGE RD					25 PL	TBD			\$25		STBGP
	4	E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY					35 PL	TBD			\$35		STBGP
	4	LAURENS RD / WOODRUFF RD							50 PL	TBD	\$50		
	7	RUTHERFORD RD / JAMES ST AND W EARLE ST							50 PL	TBD	\$50		
	9	SC-8 / MURRAY ST							50 PL	TBD	\$50		

GUIDESHARE PROJECTS CONTINUED														
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING	
					FY 2023	FY 2024		FY 2025	FY 2026	FY 2027			FY 2028	
Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates														
		Mauldin Golden Strip Gateway				150	PL	TBD	TBD			\$150		STBGP
		Clemson-Central Green Crescent Connector				150	PL	TBD	TBD			\$150		STBGP
		Augusta Street Area Bike Network				200	PL	TBD	TBD			\$200		STBGP
		City of Easley Doodle Trail Extension				150	PL	TBD	TBD			\$150		STBGP
		City of Greer and Taylors Greenway							25 PL	TBD		\$25		STBGP
		Travelers Rest Area Bike/Ped Network Expansion						20 PL	TBD			\$20		STBGP
			-	-	\$ -	\$ 650		\$ 20	\$ 25	\$ -	\$ -	\$ 695		
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates														
		GTA - Greenlink Capital				900		900	900	900	900	\$4,500		STBGP
		CAT - Clemson Area Transit Capital				900		900	900	900	900	\$4,500		STBGP
			-	-	\$ -	\$ 1,800		\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 9,000		
Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates														
P028935		US 123, Easley	122											STBGP
P028961		Pelham Road, Greenville	122											STBGP
		US 276 (Cherrydale), Greenville/Greenville County			80									STBGP
P029726		Woodruff Road (Scuffletown)/Greenville County	55											STBGP
P033666		SC 93, Clemson	50											STBGP
P033665		US 276 - West Butler Road, Mauldin	55											STBGP
		Fairview Road, Simpsonville			90									STBGP
		East Butler Road, Mauldin			70									STBGP
		Signal Retiming Allocation	900	150	150	150		150	900	900	900	\$2,250		
		Signal Retiming Balance	496	646	556	706		856	1756	2656	3556	3556	UNDER BUDGET	
GUIDESHARE SUBTOTALS			\$ 57,042	\$ 300	\$ 19,650	\$ 18,837	\$ 20,467	\$ 31,812	\$ 18,150	\$ 1,800	\$ 110,716			

NON-GUIDESHARE PROJECTS												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255										ARC See TAP Section Local/Greenville Co
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C										APPALACHIAN REG.
	SC-93 AT CLAYTON ST - TOWN OF CENTRAL	299 C 365 P,R,C										APPALACHIAN REG. Local
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100										RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76										RTP
P038477	CLEMSON BIKING & WALKING TRAIL - SEGMENT 2	250 P 250 P	30 R 30 R	220 C 220 C						\$440		ARC Local
P038375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,000 P	565 R 692 C		2,211 C					\$2,211		EARMARK LOCAL
42551	WOODSIDE STREETScape	59 R	107 C 313 C 310 C									ENHANCEMENT ARC Local
P28052000920	PARALLEL SWAMP RABBIT TRAIL IN UNITY PARK	125 P,R,C										SCRTP
P28052001020	GREEN CRESENT TRAIL, CLEMSON PARK LOOP	125 P,R,C										SCRTP
P28052100921	BOLICK/CANNON TRAIL - TOWN OF CENTRAL RECREATION DEPT	125 P,R,C										SCRTP
P28052101021	THE PAVILION MINIATURE RAIL-TRAIL - GREENVILLE COUNTY PARKS AND REC	125 P,R,C										SCRTP
P28052200922	GREEN CRECENT TRAIL, GATEWAY PARK CONNECTOR - CITY OF CLEMSON		100 P,R,C									SCRTP
P28052201122	CONESTEE PARK MOUNTAIN BIKING - CONESTEE NATURE PRESERVE		60 P,R,C									SCRTP
P28052201322	GILDER CREEK MULTI-USE TRAIL - CITY OF MAULDIN		66 P,R,C									SCRTP
P28052300723	NICHOLTOWN MOUNTAIN BIKE AND HIKE TRAILS - City of Greenville			100 P,R,C								SCRTP
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60	100 P 3,000 C										SAFETY/HSP
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL REPLACEMENT	1,014 P		236 R 3,236 C						\$3,472		BRIDGE REPLACE
P037701	BRIDGE S-23-125 OVER SALUDA RIVER - GRVL REPLACEMENT	1,191 P,R						3,828 C		\$3,828		BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON REPLACEMENT	600 P						30 R \$2,320 C		\$2,350		BRIDGE REPLACE
P037693	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS REPLACEMENT	1,841 P,R,C										BRIDGE REPLACE
P037696	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS REPLACEMENT	1,797 P,R,C										BRIDGE REPLACE
	DESIGN BUILD 16 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-3		1,466 P	34,740 C								INTERST/NHS & FA NON NHS
P041233	BRIDGE US-123 SB OVER GEORGES CREEK - PKNS REPLACEMENT		367 P	20,245 C								BRIDGE REPLACE
P041232	BRIDGE SC-124 OVER GEORGES CREEK -PKNS REPLACEMENT		367 P	7,876 C								BRIDGE REPLACE
P041231	BRIDGE SC-183 OVER TWELVE MILE CREEK -PKNS REPLACEMENT		367 P	11,188 C								BRIDGE REPLACE
P041230	BRIDGE SC-183 OVER GREGORY/CANNON CREEK -PKNS REPLACEMENT		367 P	8,647 C								BRIDGE REPLACE
	DESIGN BUILD 19 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2024-1		1,107 P		30,328 C							INTERST/NHS & FA NON NHS
P041165	BRIDGE S-42-31 OVER PETERS CREEK - SPBG REPLACEMENT		101 P		4,113 C							BRIDGE REPLACE
P041166	BRIDGE S-37-51 OVER SNOW CREEK - OKNE REPLACEMENT		101 P		2,603 C							BRIDGE REPLACE
P041159	BRIDGE S-23-41 OVER MIDDLE SALUDA - GRVL REPLACEMENT		101 P		3,060 C							BRIDGE REPLACE
P041160	BRIDGE S-23-40 OVER SOUTH SALUDA - GRVL REPLACEMENT		101 P		3,052 C							BRIDGE REPLACE
P041167	BRIDGE S-37-133 OVER LITTLE CANE CREEK - OCNE REPLACEMENT		101 P		3,268 C							BRIDGE REPLACE
P041164	BRIDGE S-42-197 OVER SOUTH TYGER RIVER - SPBG REPLACEMENT		101 P		4,691 C							BRIDGE REPLACE
P041169	BRIDGE S-39-160 OVER TRIB TO KEOWEE RIVER - PKNS REPLACEMENT		101 P		3,149 C							BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK REPLACEMENT		101 P		1,737 C							BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK REPLACEMENT		101 P		2,647 C							BRIDGE REPLACE
P041168	BRIDGE S-39-32 OVER CEDAR CREEK - PKNS REPLACEMENT		101 P		2,678 C							BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER REPLACEMENT		101 P		2,767 C							BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARRIS RD) OVER BRUSHY CREEK REPLACEMENT		890 P			400 R	5,000 C			\$5,400		BRIDGE REPLACE
P038771	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER REPLACEMENT		890 P			150 R	3,230 C					BRIDGE REPLACE
2022	SC-124 OLD EASLEY HWY OVER SALUDA RIVER (GRVL)		41 P									STATEWIDE PM
2022	SC-418 OVER HUFF CREEK (GRVL)		100 P									STATEWIDE PM
2022	US-29 WADE HAMPTON BLVD OVER MTN CREEK (GRVL)		83 P									STATEWIDE PM
2022	US-276 GREER HWY OVER MIDDLE SALUDA RIVER (GRVL)		62 P									STATEWIDE PM
2022	SC-8 EASLEY HWY OVER US-29 (ANDERSON)		41 P									STATEWIDE PM
2022	SC-81 ANDERSON RD OVER SALUDA RIVER & S-4-143 (ANDERSON)		100 P									STATEWIDE PM
2022	SC-146 N HWY OVER ENOREE RIVER (SPBG)		100 P									STATEWIDE PM
2022	SC-135 DACUSVILLE HWY OVER SHOALS CREEK		45 P									STATEWIDE PM
P038326	S-277 OVER TWELVE MILE CREEK - PICKENS REPLACEMENT			1,370 P			20 R	6,680 C				BRIDGE REPLACE
P042514	S-250 OVER MACHINE CREEK - PICKENS REPLACEMENT			1,210 P	500 R	4,840 C						BRIDGE REPLACE

NON-GUIDESHARE PROJECTS CONTINUED												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
P030817	S-23-279 (Reid School Rd)	1,675 R,C										SAFETY
P037191	SC-146 Corridor (S-23-183 to S-23-654)	300 P	50 R 3,691 C									SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)	2,350 P,R,C										SAFETY
P039376	Intersection Improvement S-83 (Old Grove Rd) / L-27 (Bracken Rd)	300 P,R	2,000 C									SAFETY
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)	350 P,R		100 R	2,000 C					\$2,100		SAFETY
P039384	Intersection Improvement SC-135 (Dausville Hwy) / S-95 (Jameson Rd)	200 P	100 R	2,000 C						\$2,000		SAFETY
P039386	Intersection Improvement SC-81 (Anderson Rd) / S-23-327 (Old Dunham Bridge Rd)	200 P	1,050 R,C									SAFETY
P039387	Intersection Improvement US-29 / S-4-96 (Welcome Rd)	250 P	272 R	3,691 C						\$3,691		SAFETY
P041029	Intersection Improvement SC-81 (Anderson Rd) / L-183 (McNeeley Rd)		150 P	550 C						\$550		SAFETY
P041033	Intersection Improvement SC-81 (Anderson Rd) / L-912 (Cely Ln)		150 P	550 C						\$550		SAFETY
P041412	Intersection Improvement SC-20 with S-23-260				150 P 1 R	600 C				\$751		SAFETY
P041030	Intersection Improvement SC-290 (Locust Hill) / S-23-173 (Tigerville Rd)		200 P		75 R	2,250 C				\$2,325		SAFETY
P041416	Operational Improvement US-276 with S-3				150 P 1 R	600 C				\$751		SAFETY
P041418	Operational Improvement US-123 with SC-124			0	150 P 1 R	600 C				\$751		SAFETY
P041419	Operational Improvement SC-81 with S-23-149				150 P 1 R	600 C				\$751		SAFETY
P041423	Operational Improvement S-540 with L-1969			250 P	50 R	600 C				\$900		SAFETY
P041052	Intersection Improvement SC-183 (Farris Bridge Rd) / S-39-55 (Ireland Rd)		200 P		112 R	1,700 C				\$1,812		SAFETY
P041055	Intersection Improvement US-25 / US-25 Conn		250 P		100 R	1,700 C				\$1,800		
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)	250 P			1 R 2,000 C					\$2,001		SAFETY
P037885	RSA US-29	500 P			1 R 4,000 C					\$4,001		SAFETY
P030236	SC-291 N Pleasantburg Dr and White Oak Dr	150 C										SAFETY
	US-29 CORRIDOR SIGNAL RETIMING	3,000										NHS/IM
P027368	I-85 (WIDENING FROM NEAR SC153 (EXIT 40) TO NEAR SC-85 (EXIT 69)	65,720 P,R,C							10,000 C 714,500 AC 704,500 ACC	\$10,000 \$714,500 \$704,500		NHS/IM
0038111	I-85 @ I-385 (EXIT 51)	12,000 P 270,000 C		2,000 P 10,000 C						Fully Obligated		NHS/IM SIB
P038111	I-85 @ Rocky Creek Bridge	1,200 P 44,000 C										NHS/IM
EXEMPT SUBTOTAL		\$416,012	\$ 14,279	\$ 75,492	\$ 47,444	\$ 14,040	\$ -	\$ 2,320	\$714,500	\$853,796	\$ -	

* - Funding amounts are shown for full rehab packages, which include segments outside of GPATS, not shown.

Transit Projects														
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SUMMARY 2022*	Current FY		TIP (Extrapolated)				FUNDING
								FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
	GREENVILLE URBANIZED AREA (CA)	3,311	3,354	3,431	3,483	4,472	18,052	4,460	4,472	4,472	4,472	4,472	4,472	FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,424	2,323	2,314	2,294	2,921	10,550	2,950	2,921	2,921	2,921	2,921	2,921	
	Capital	461	42		341		844							
	Operating	509	1,580	627	609	1,196	4,522							
	Enhancements/Improvements					28								
	ADA	242			229	292	472							
	Planning Administration		232	231			464							
	Preventative Maintenance	1,212	468	1,456	1,114	1,405	4,250							
	Clemson Area Transit	888	1,032	1,117	1,190	1,551	5,776	1,510	1,551	1,551	1,551	1,551	1,551	
	Capital		0											
	Operating	395	613	380	476	837	2,701							
	Enhancements/Improvements													
	ADA													
	Planning Administration/Security	9	10	11	12	12	54							
	Preventative Maintenance	483	409	726	702	702	3,021							
	GREENVILLE URBANIZED AREA (PL)	160	160	160	160	160	800							FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,593	1,614	1,647	1,931	2,666	9,451	2,180						FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	349	386	402	408	583	2,128	600						FTA SECTION 5310
	-- Senior Solutions		253				253							
	--Greenville Transit Authority				408		408	180						
	--Clemson Area Transit					123	123	220						
	--Pickens County Meals on Wheels					95	95							
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	398	364	380	356	341	1,838	342						FTA SECTION 5339
	-- GTA Capital Purchase	291	252	256	234	223	1,256	226						
	-- CAT Capital Purchase	107	112	123	122	118	582	116						
	-- CAT Low/No Grant					3,170	3,170	3,930						5339(c)
	-- GTA Low/No Grant			5,277			5,277	6,341						5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT	11,000					11,000							5339(b)
	GTA MAINTENANCE FACILITY SUPPLEMENTAL FUNDING				8,604		8,604							5311/5339 shifted to 5307
					1,800		1,800							SMTF
	STATE MASS TRANSIT FUNDING	546	505	405	511	520	2,487	324						SMTF
	-- GTA SMTF	447	400	316	399	407	1,969	214						
	-- CAT SMTF	99	105	89	112	113	518	110						
	SCDOT Vehicle Replacement Initiative													FTA SECTION 5307
	-- GTA Capital Purchase													SMTF
	-- CAT Capital Purchase													5307 SMTF
	CARES ACT			14,382			14,382							FEDERAL CARES ACT
	-- GTA													
	Greenville UZA			6,552			6,552							
	Mauldin-Simpsonville UZA			4,669			4,669							
	-- CAT													
	Greenville UZA			3,161			3,161							
	AMERICAN RESCUE PLAN ACT 21				533		533							ARP ACT - 5307
	-- GTA													
	Greenville UZA				351		351							
	-- CAT													
	Greenville UZA				182		182							
	Coronavirus Response and Relief Supplemental Appropriations ACT				70		70							CRRSAA-5310
	AMERICAN RESCUE PLAN ACT 21				70		70							ARP ACT - 5310
	GREENLINK - HUMAN TRAFFICKING GRANT		21				21							FTA
	CA41/SCDDSN - Mobility for All Grant			326			326							FTA
	GREENLINK - RAISE GRANT					5,845	5,845							USDOT RAISE
	FTA SUBTOTAL	6,357	6,404	26,411	7,521	8,742	53,711	7,907	4,472	4,472	4,472	4,472	4,472	

* FY 2022 funds are a summation of FY2018-2022. This is to comply with the FY2021-2026 STIP. Please refer to the previous years to reference the allocation amount.

Transportation Alternatives													
PIN #	TA			Previous Obligations	FY 2022	TIP					TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
	Year	Priority	Jurisdiction/Projects			FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028		
	2013	5	City of Easley Brushy Creek Greenway Phase 1&2	534									TAP 20% Local Match
P029891	2014	1	City of Greenville Woodruff Road Sidewalks	361								Completed	TAP 20% Local Match
P030103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	250		215							TAP 20% Local Match
26998	2015	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
P038476	2016	1	City of Greenville Haywood Road Sidewalks	400								Completed	TAP 20% Local Match
P038173	2017	2	City of Fountain Inn Woodside Park Connector	351		448							TAP 20% Local Match
P041351	2019	1	Town of Central Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	643									TAP 20% Local Match
	2023	1	City of Greer Wards Creek Trail Phase 1	643		1,090							TAP 20% Local Match
*Funding has not been verified													
TA OBLIGATION				(3,784)	0	(663)	0	0	0	0	0		
ANNUAL TA ALLOCATION					1,299	1,326	656	656	656	656	656	4,607	
FUNDING ADVANCEMENT				1,244	622	622	622						
ADVANCEMENT REPAYMENT					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)		
BALANCE				(2,541)	(1,242)	(578)	78	113	147	181	215		
TA TOTAL					0	663	0	0	0	0	0		
FY 2023-2028 TIP GRAND TOTAL					\$23,321	\$103,711	\$70,753	\$38,979	\$36,284	\$24,942	\$720,772	\$995,441	

KEY: PL - PLANNING AND FEASIBILITY, P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE



South Carolina Department of
Parks, Recreation & Tourism

Henry McMaster
Governor

Duane N. Parrish
Director

Sept. 15, 2023

Ms. Crystal K. McCutcheon
South Carolina Dept. of Transportation
Office of Planning
P.O. Box 191
Columbia, SC 29202-0191

RE: 2023 Recreational Trails Program (RTP) Projects

Ms. McCutcheon:

The South Carolina Department of Parks, Recreation and Tourism (SCPRT) approved and awarded eight (8) RTP projects for funding under fiscal year 2023. Each project is located in a different county, and four (4) additional projects will likely be awarded in the near future. I will keep you posted in that regard.

Enclosed you'll find the RTP FY23 Summary and links to the awarded RTP project application submittals. These projects should be incorporated into the Statewide Transportation Improvement Program (STIP). Additionally, the RTP FY23 Summary will be shared with the South Carolina Councils of Governments where 2023 RTP projects are located.

Feel free to contact me at (803) 734-0735 or nhamilton@scprt.com if there are any questions with respect to the 2023 RTP projects.

Kind regards,

A handwritten signature in blue ink that reads "Neal Hamilton".

Neal Hamilton
State Trails Coordinator

Enclosure

cc: Justin Hancock, SCPRT
Shane Belcher, FHWA
South Carolina Councils of Governments

South Carolina Recreational Trails Program
FY 2023 Summary

Project Number	Project Name	Project Sponsor	Total Project Amount	Federal RTP Amount	U.S. Cong. District
P28052300523	Lake Whelchel Trail Expansion	Cherokee County	\$125,350	\$98,000	5th
P28052300623	Jack White Trail Extension	City of Rock Hill	\$125,000	\$100,000	5th
P28052300723	Nicholtown Mountain Bike and Hike Trails	City of Greenville	\$200,000	\$100,000	4th
P28052300823	Renaissance Park Trail Improvements	Union County	\$125,000	\$100,000	5th
P28052300923	Sullivan's Island Beachfront Nature Trail	Town of Sullivan's Island	\$200,000	\$100,000	1st
P28052301023	Edwin M. Griffin Paved Trail Expansion	PAL	\$777,546	\$100,000	4th
P28052301123	Lynch's Woods Trail Improvements	Newberry County	\$55,501	\$44,398	3rd
P28052301223	Awendaw East Coast Greenway Phase 3	Town of Awendaw	\$151,250	\$100,000	1st
P28052301323	Wambaw Cycle 2023 Enhancement Project	USDA Forest Service, Francis Marion National Forest	\$35,000	\$28,000	1st
P28052301423	Viking Greenway	Dillon School District 3, Latta Schools	\$125,000	\$100,000	7th
P28012301523	Stool Mountain Trail	South Carolina State Parks	\$125,000	\$100,000	3rd
P28052301623	Saluda Confluence Recreation Area	Upstate Greenways and Trails Alliance	\$155,082	\$100,000	4th

Projects highlighted in gray will be awarded later due to various reasons.

2023 RTP Projects Receiving RTP Funding:

1. *Lake Welchel* | Cherokee County
 - [2023 RTP Application](#)
2. *Jack White Trail Extension* | City of Rock Hill
 - [2023 RTP Application](#)
3. *Nicholtown Mountain Bike and Hike Trails* | City of Greenville
 - [2023 RTP Application](#)
4. *Renaissance Park Trail Improvements* | Union County
 - [2023 RTP Application](#)
5. *Sullivan's Island Beachfront Nature Trail* | Town of Sullivan's Island
 - [2023 RTP Application](#)
6. *Edwin M. Griffin Paved Trail Expansion* | PAL
 - [2023 RTP Application](#)
7. *Lynch's Woods Trail Improvements* | Newberry County
 - [2023 RTP Application](#)
8. *Awendaw East Coast Greenway Phase 3* | Town of Awendaw
 - [2023 RTP Application](#)
9. *Wambaw Cycle 2023 Enhancement Project* | USDA Forest Service, Francis Marion National Forest
 - [2023 RTP Application](#)
10. *Viking Greenway* | Dillon School District 3, Latta Schools
 - [2023 RTP Application](#)
11. *Stool Mountain Trail* | South Carolina State Parks
 - [2023 RTP Application](#)
12. *Saluda Confluence Recreation Area* | Upstate Greenways and Trails Alliance
 - [2023 RTP Application](#)

Projects highlighted in yellow are currently pending review.



Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 23, 2023

SUBJECT: GPATS Congestion Management Process Update

As a Transportation Management Agency (TMA), GPATS is required to conduct a Congestion Management Process every five years. In the past, this exercise was done as a part of the GPATS Long-Range Transportation Plan. You can see our most recent CMP here: <http://www.gpats.org/documents/Appendix%20E.pdf>

For the Update to our Congestion Management Process, SCDOT has hired Kimley-Horn and Associates to conduct the CMP with statewide data. This is being done in conjunction with similar efforts in Columbia and Charleston.

Kristina Whitfield-King with Kimley-Horn will be presenting on the Congestion Management Process so far, the status of their work, and the timeline for completion. She will be on hand to answer any questions the Policy Committee may have. Please find **Attachment 6.2**, the slides she will be presenting.

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



GPATS

Congestion Management Plan

Policy Committee #1
October 23, 2023

Project Schedule

[illegible]

SCDOT Pilot Project



Public Engagement

The Public Engagement Plan (PEP) communicates the expectations for engaging the public and stakeholders throughout the planning process of the CMP. The Steering Committee (you!) will be involved at each step.

The PEP is divided into four sequential steps:

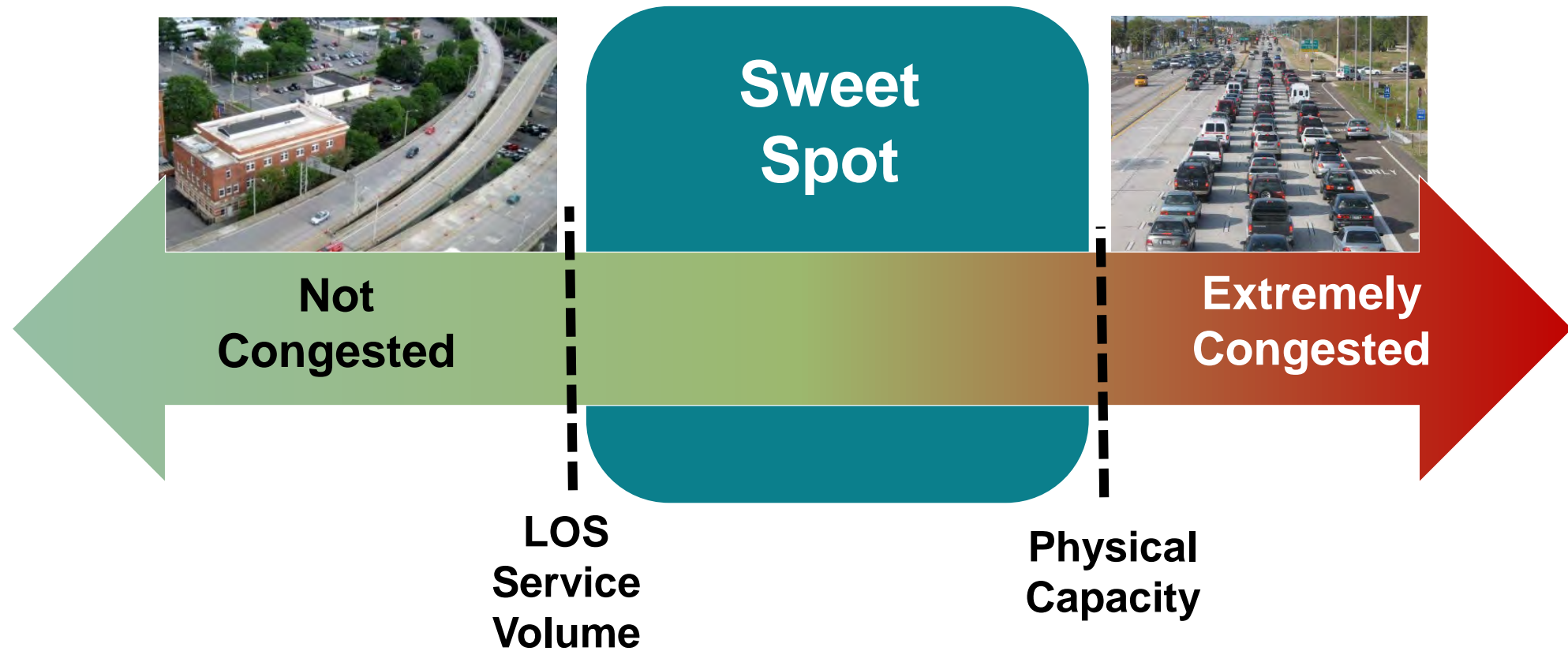
- 1 Define Congestion – **We are here!**
- 2 Select Metrics
- 3 Analyze Data
- 4 Identify Strategies

Congestion Management Process

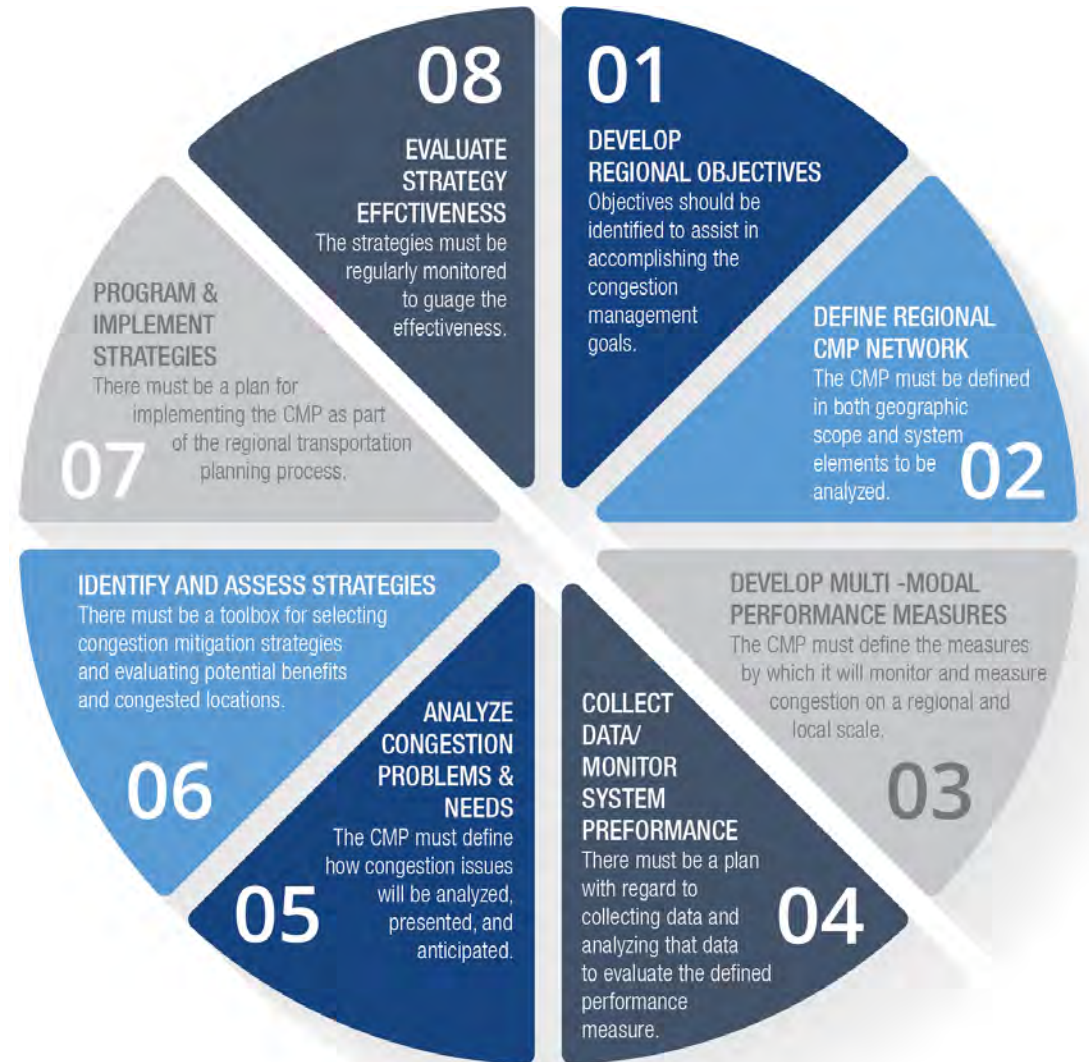
A Congestion Management Process (CMP) is a *systematic, regional approach* for managing congestion that provides accurate information on transportation system performance and assesses strategies for congestion.

A CMP is required in metropolitan areas with populations over 200,000 people. The CMP uses a *performance-based, objectives-driven* approach to planning for congestion.

CMP Sweet Spot



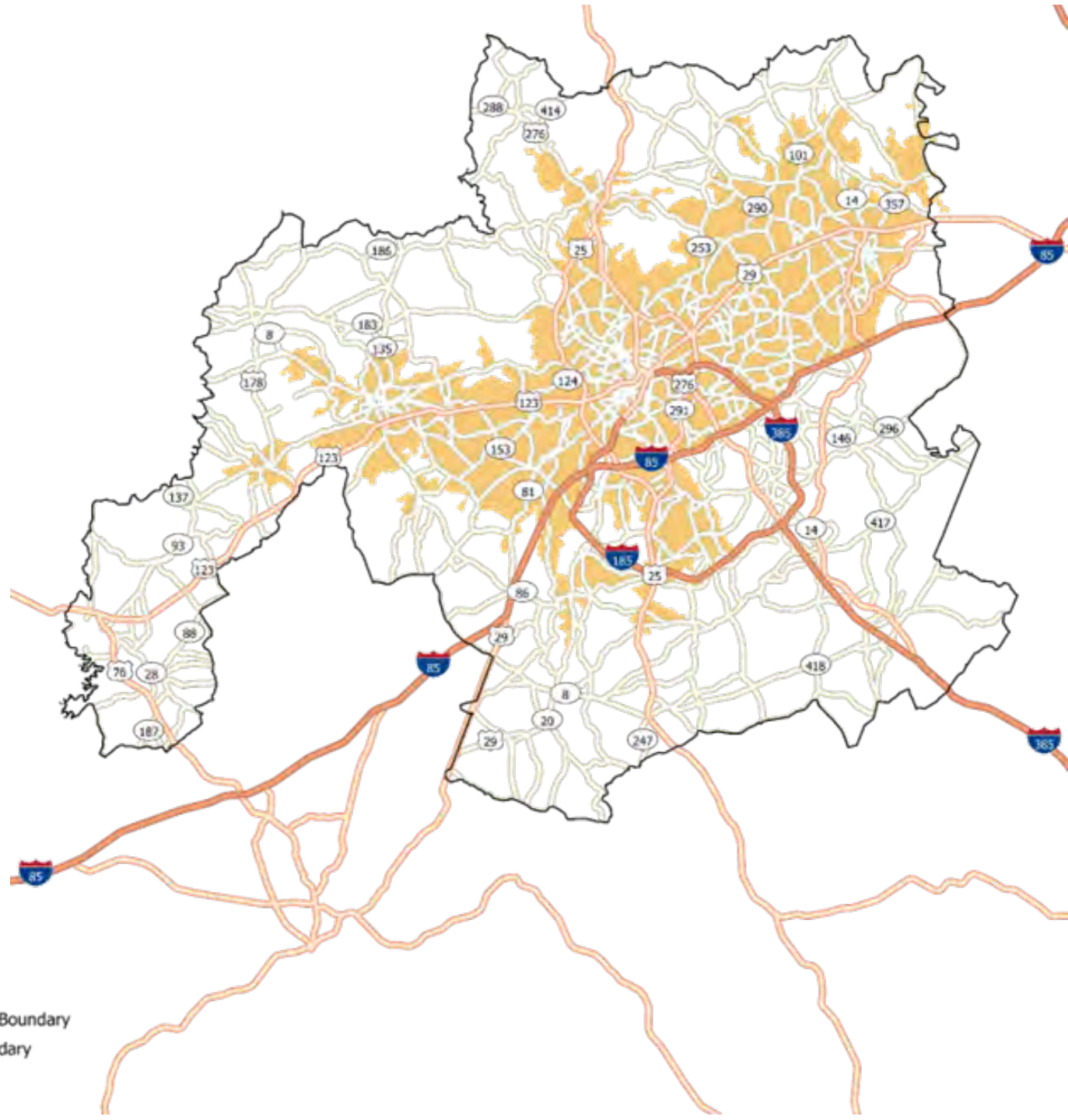
Congestion Management Process



Define the Network Geographic Area

Legend

- Tier 1
- Tier 2
- Tier 3
- 2020 Urban Area Boundary
- GPATS MPO Boundary



Define the Network

Tier 1

Interstates on the
National Highway
System (NHS)

Tier 2

Non-Interstate
Routes on the
NHS

Tier 3

Other Significant
Routes:
Major Collectors
and above (not on
the NHS)

Define the Network

- All modes of travel are considered
- Tier 1 and Tier 2 streamline and align with federal performance reporting requirements
- Consideration given for:
 - Freight routes
 - Transit facilities
 - Bridges and rail crossings
 - Non-recurrent congestion (crashes, events, seasonal)
 - Others

Next Steps

- Steering Committee #2 – November
- Draft Congestion Principles and Performance Measures
- Public Survey
- Public Workshop



Questions?



Greenville County Planning Department

301 University Ridge, Suite S-3200
Greenville, SC 29601
(864) 467-4957
www.greenvillecounty.org

Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 23, 2023

SUBJECT: GPATS CY2024 Meeting Schedule

The proposed meeting dates for Calendar Year 2024 are as follows:

Study Team (typically meets four weeks prior to Policy Committee):	Policy Committee:
January 29	February 26
April 15	May 13
July 15	August 19
September 23	October 21

The Policy Committee will be requested to approve the meeting schedule for the 2024 Calendar Year for the Policy Committee and Study Team.