

AGENDA
GPATS 101 TRAINING SESSION
Greenville County Offices, North Tower, Second Floor Training Room
September 19, 2023
11:00 a.m.

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

11:00-11:10am	1) WELCOME AND INTRODUCTIONS
11:10-11:20am	2) GENERAL GPATS INFORMATION AND BRIEF HISTORY
11:20-11:40am	3) RUNDOWN STATE AND FEDERAL POLICIES
11:40-11:50am	4) TOUR OF THE GPATS WEBSITE AND INTERACTIVE MAPPING SYSTEM
11:50am-12:00pm	BREAK
12:00-12:20pm	5) GPATS PROGRAMS AND FUNDING SOURCES
12:20-12:30pm	6) ROLES AND RESPONSIBILITIES OF GPATS
12:30-12:50pm	7) HOW GPATS PROJECTS GET DONE – SC 153 EXTENSION EXAMPLE
12:50-1:00pm	QUESTIONS & ANSWERS

GPATS 101 TRAINING SESSION

September 19, 2023 – 11am-1pm

Welcome and Introductions

□ Presenters and Staff

- Rex Rice, GPATS Chairman, Pickens County SC Senator

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

- Nicole Miglionico, Administrative Coordinator
- Rashida Jeffers-Campbell Greenville County Planning Director
- Tee Coker, Greenville County Assistant County Administrator for Community Planning and Development

Today's Agenda

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

For Reference

□ Links in Chat

- ▣ GPATS Long-Range Transportation Plan

- ▣ GPATS TIP Financial Statement and UPWP

- ▣ GPATS By-Laws

- ▣ Acronyms and Definitions

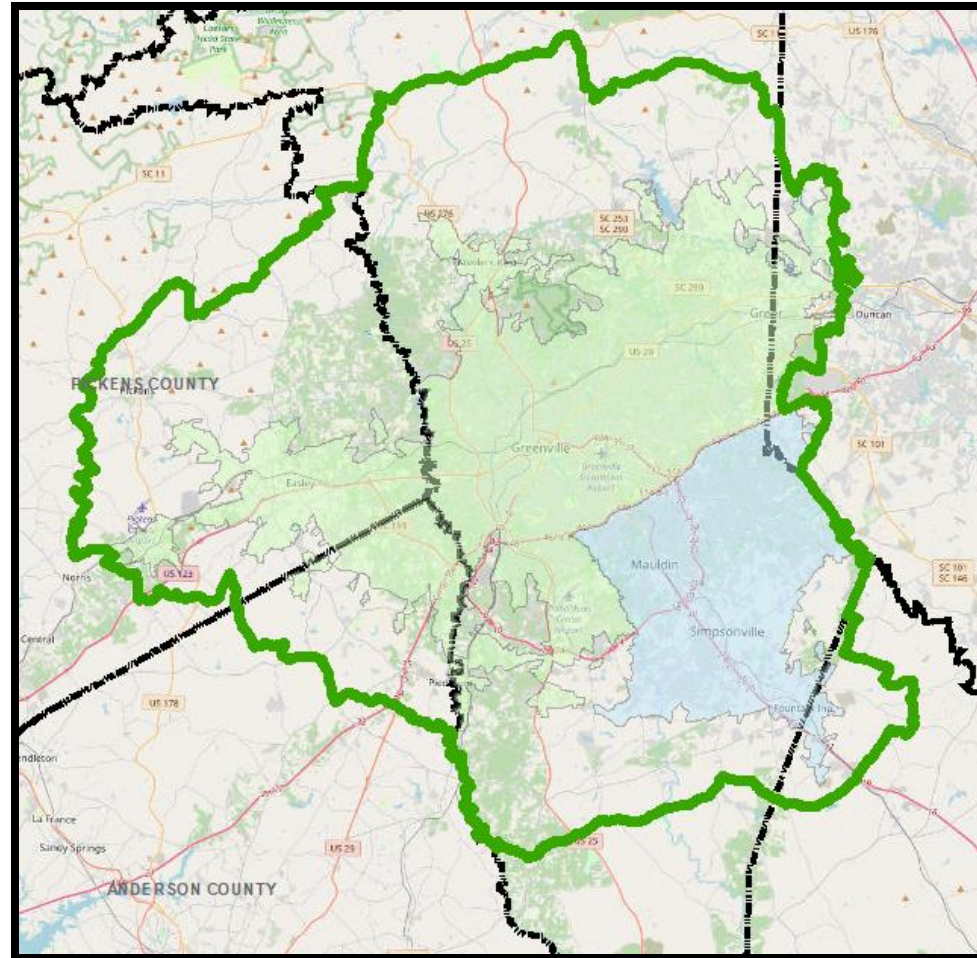
- Copy of Presentations and Audio Recording will be available on GPATS.org soon.

GENERAL GPATS INFORMATION AND HISTORY

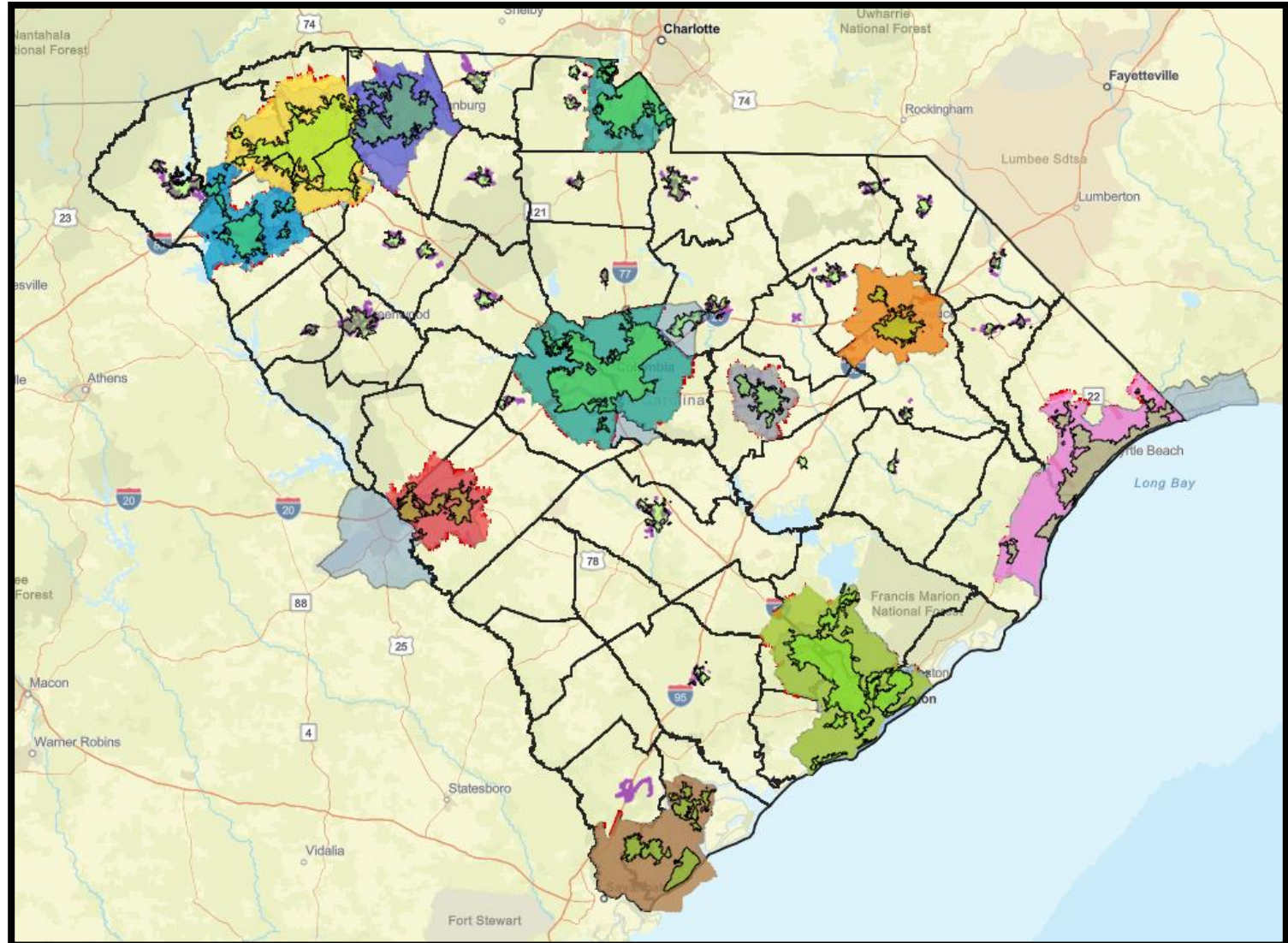
GPATS is...



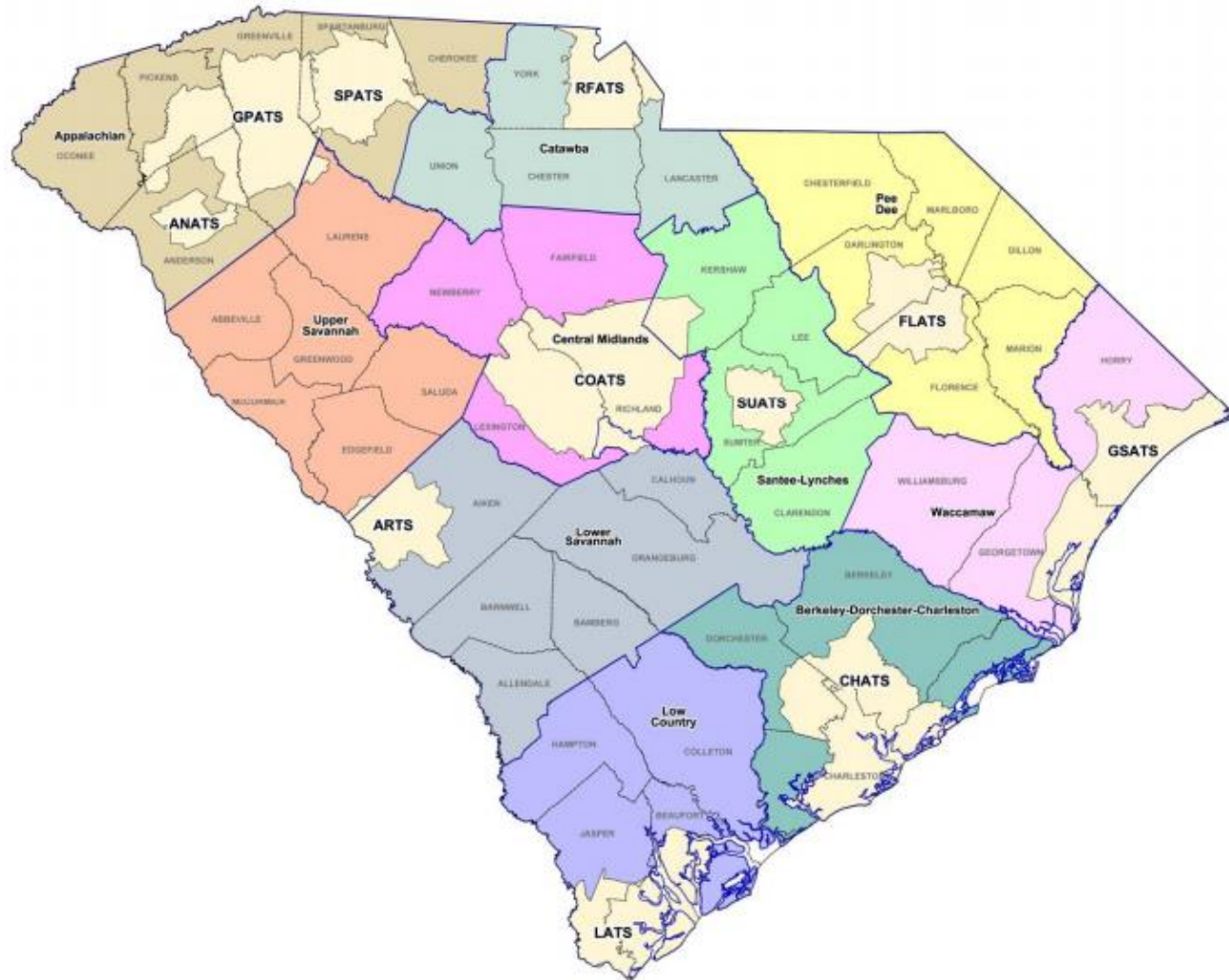
- Greenville-Pickens Area Transportation Study or “GPATS”
- Metropolitan Planning Organization (MPO), one of 11 in SC
- Required by federal regulations for all Census-defined Urbanized Areas (UZAs) with 50,000 or more population



South Carolina MPOs



South Carolina Councils of Governments



Transportation Management Areas (TMAs)

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

What does GPATS do?



- ❑ Assist in setting priorities for Road, Safety, Bike and Pedestrian projects
- ❑ Coordinate with GTA/Greenlink and CATbus on Transit Operations
- ❑ Coordinate with SCDOT on Resurfacing, Bridge, and Interstate projects
- ❑ Manage about \$23 million in annual funding*
- ❑ Assist with a variety of community plans, projects and initiatives
- ❑ Develop Long Range Transportation Plan and Transportation Improvement Program
- ❑ Public data requests
- ❑ Provide “3C” Planning Process: Comprehensive, Continuous, and Cooperative.

How is GPATS organized?

□ Policy Committee

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

□ Study Team

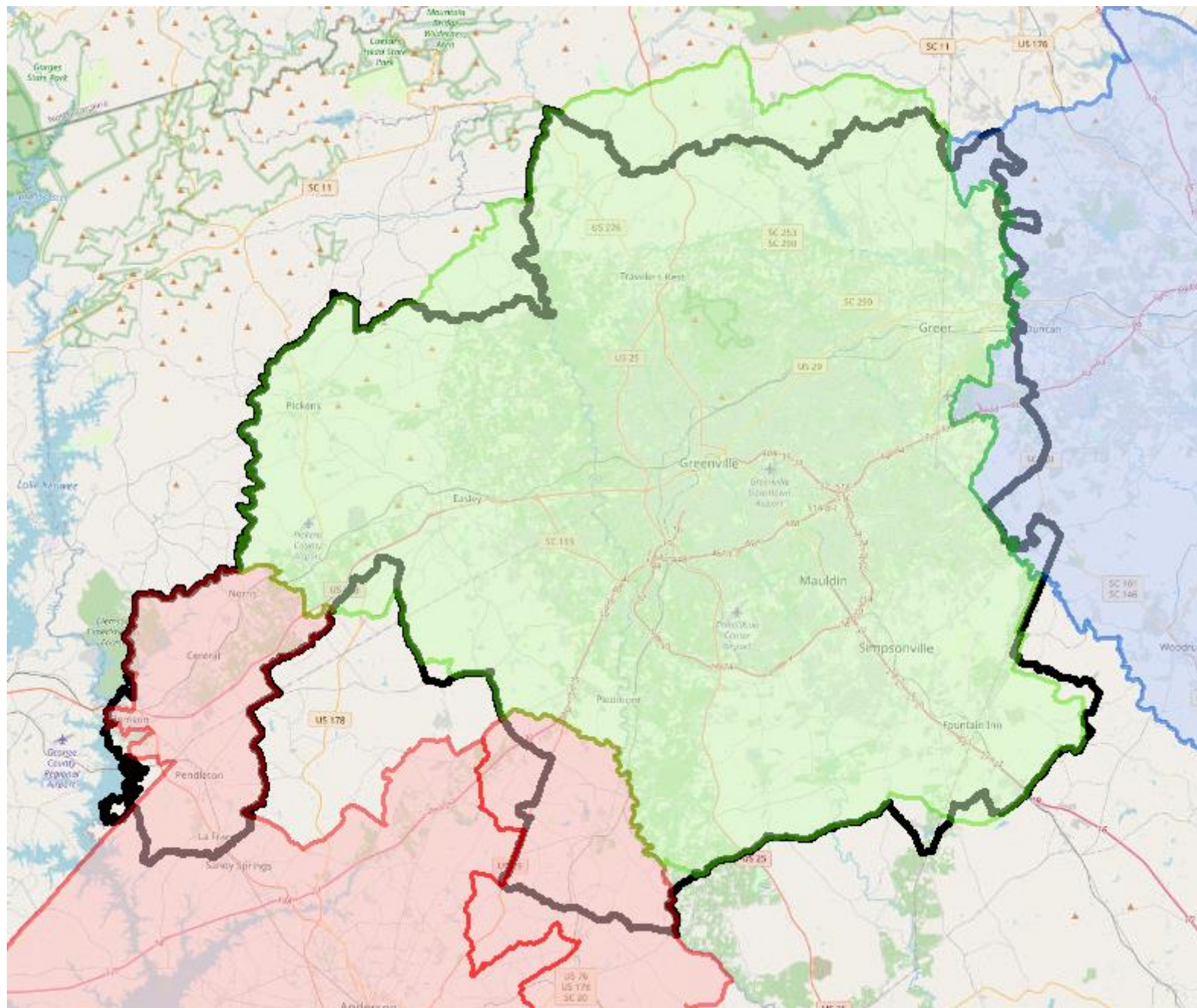
- Administrators, planners, engineers, public works staff, city and county representatives, SCDOT, FHWA, ACOG, Greenlink, CATbus*
- Over 70 named attendees.

□ Staff

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

Brief GPATS Expansion History

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



RUNDOWN OF STATE AND FEDERAL POLICIES

Federal Planning Authorizations

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

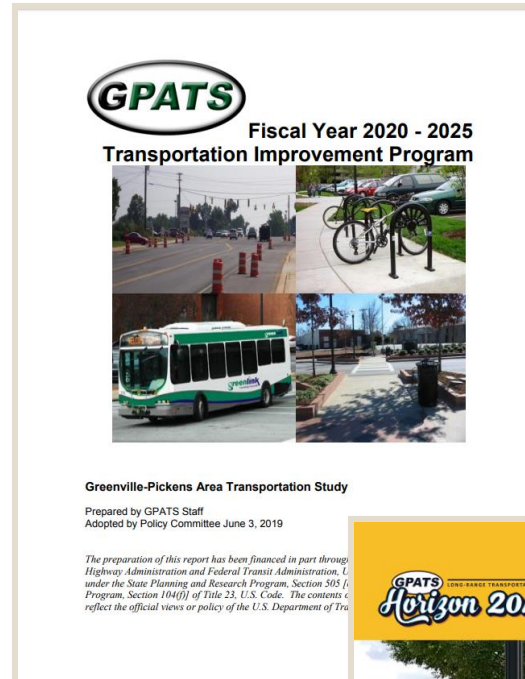
GPATS Planning Documents

□ Federally required plans:

- Long Range Transportation Plan
 - 10-year New Plan (2026)
 - 5-year Updates (2031)
- Transportation Improvement Plan
 - 2-year Plan (2024)
- Unified Planning Work Program
 - 2-year Plan (2025)
- Others
 - Title VI
 - Congestion Management Plan
 - Transit Asset Management Plan

□ Other plans:

- Corridor studies
- Bicycle/pedestrian plans
- Transit plans



GPATS Planning Documents

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

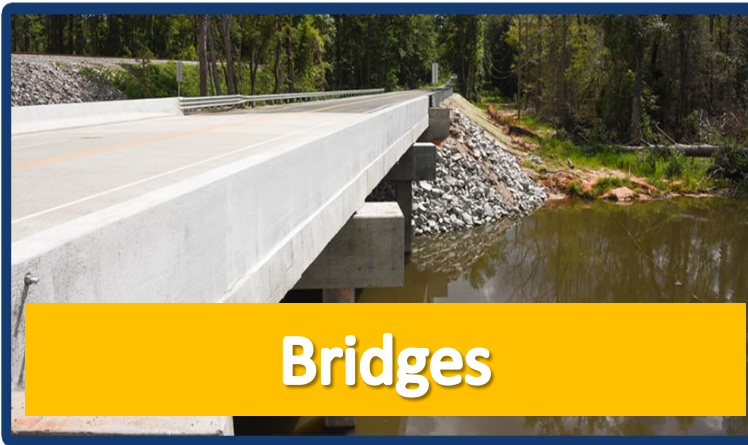
FISCALLY CONSTRAINED LRTP
(What we should be able to
afford by 2040)

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

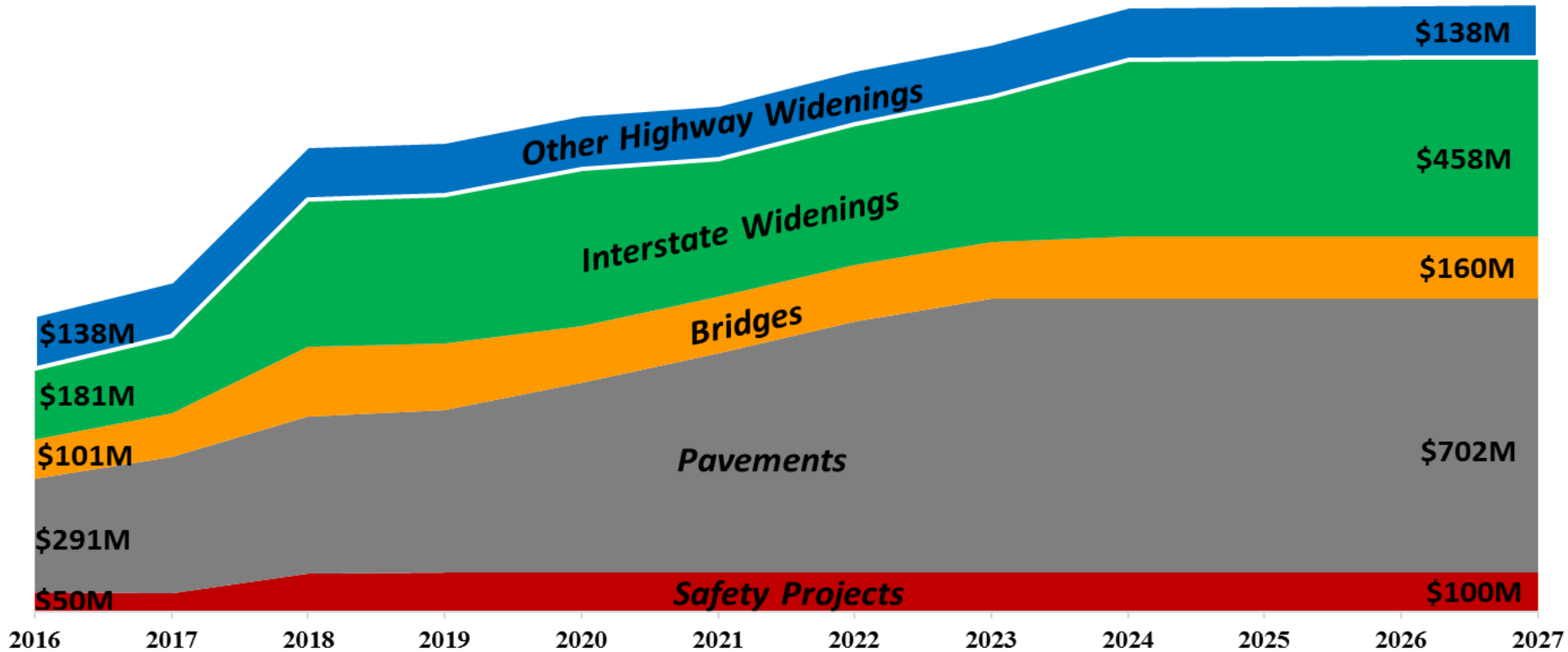
Long-Range Transportation Plan - Horizon2040 (and 2045 Update)

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

In accordance with SCDOT's 4 main priorities



The 10-Year Plan Investment Areas: All Funds Combined



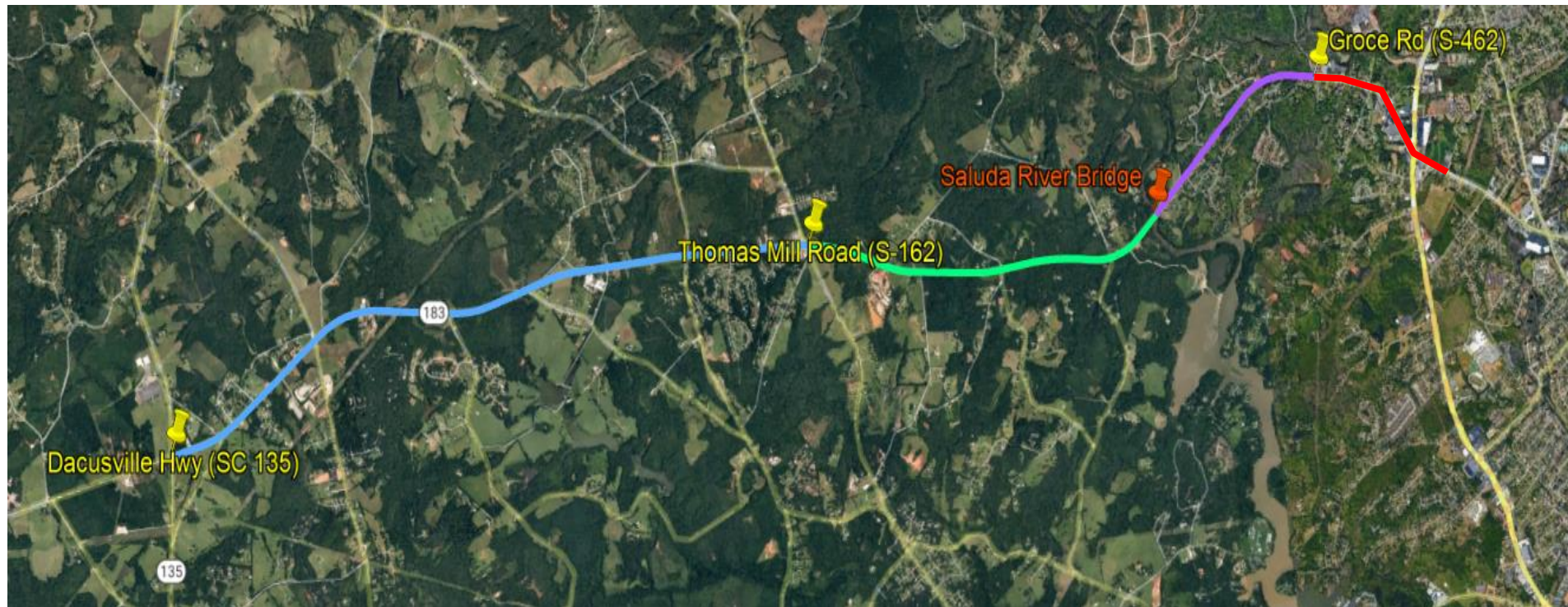
Transportation Improvement Program

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

SC Act 114 of 2007

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

SC-183 Widening



SC-183 Widening

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

SC-183 Widening

Corridor Project Scoring

$$\begin{aligned} \text{Raw Score}_{\text{corridors}} &= [\text{Safety Score}] + [\text{Pavement Condition Score}] + [\text{2020 Level of Service (LoS) Score}] + [\text{2045 Level of Service (LoS) Score}] + [\text{Percentage Truck Score}] + [\text{Percentage NonWhite Score}] \\ &\quad + [\text{Average Median Income (AMI) Score}] + [\text{Bus Stop Score}] + [\text{Emphasis Score}] \\ \text{Weighted Score}_{\text{corridors}} &= \frac{[0.2 * \text{Safety Score}] + [0.1 * \text{Pavement Condition Score}] + [0.08 * \text{2020 Level of Service (LoS) Score}] + [0.08 * \text{2045 Level of Service (LoS) Score}] + [0.1 * \text{Percentage Truck Score}] + [0.08 * \text{Percentage NonWhite Score}] + [0.08 * \text{Average Median Income (AMI) Score}] + [0.05 * \text{Bus Stop Score}] + [0.25 * \text{Emphasis Score}]}{[0.2 + 0.1 + 0.08 + 0.08 + 0.1 + 0.08 + 0.08 + 0.5 + 0.25]} \end{aligned}$$

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

SC-183 Widening

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

PERFORMANCE MEASURES

and target setting

Targets:

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

National Goal Areas:

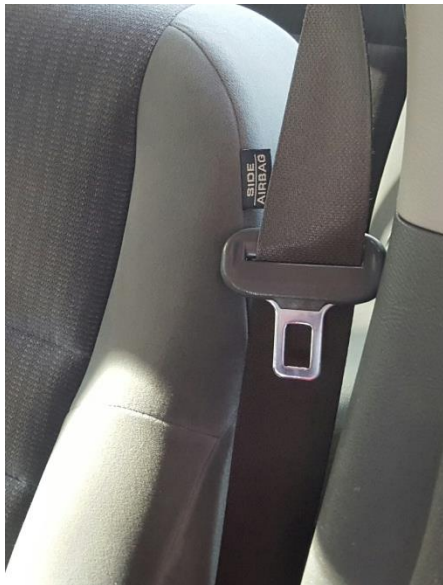
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- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Released Targets:

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



2019 – 2023 Safety Targets

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	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized
SC Baseline	1058.0	1.882	2859.0	5.073	458.0
SC Targets	1119.0	1.940	2868.0	4.960	485.0
GPATS Baseline	102.8	1.682	328.6	5.372	54.6

- Baseline Data is from 2017 – 2021
- *Rates are based on the unit per 100 million Vehicle Miles Traveled

2020 – 2024 Safety Targets

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	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

- Baseline Data is from 2018 – 2022
- *Rates are based on the unit per 100 million Vehicle Miles Traveled

2020 – 2024 Safety Targets

20

	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
GPATS % Contribution	10.4	Lower than the state	12.1	Higher than the state	12.2

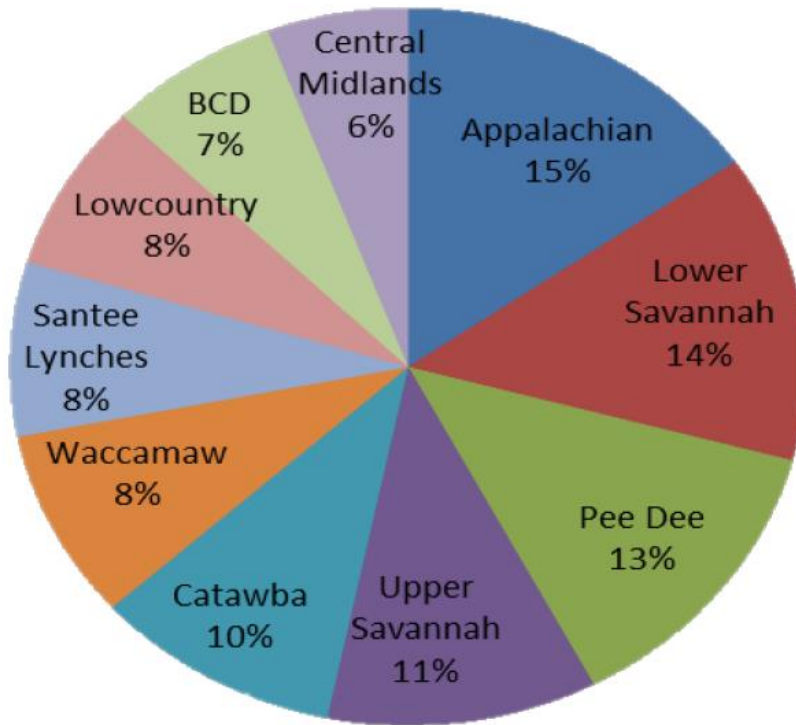
- $\text{GPATS \% Contribution} = \text{GPATS Baseline} / \text{SC Baseline}$

2020-2024 Safety Targets

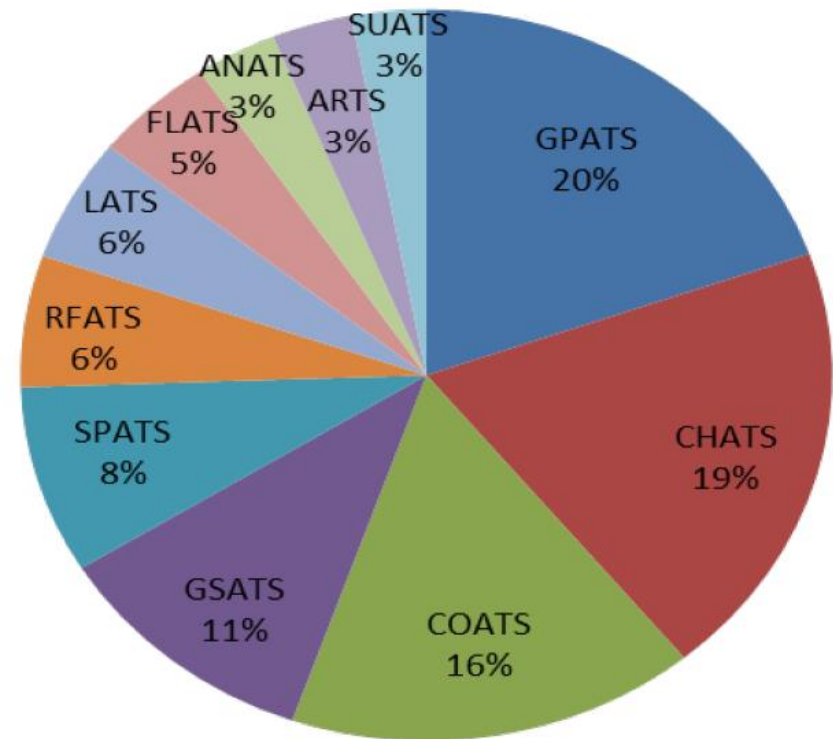
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**Fatal and Serious Injuries by Percentage
(2018-2022)**

As Percentage of Total COG

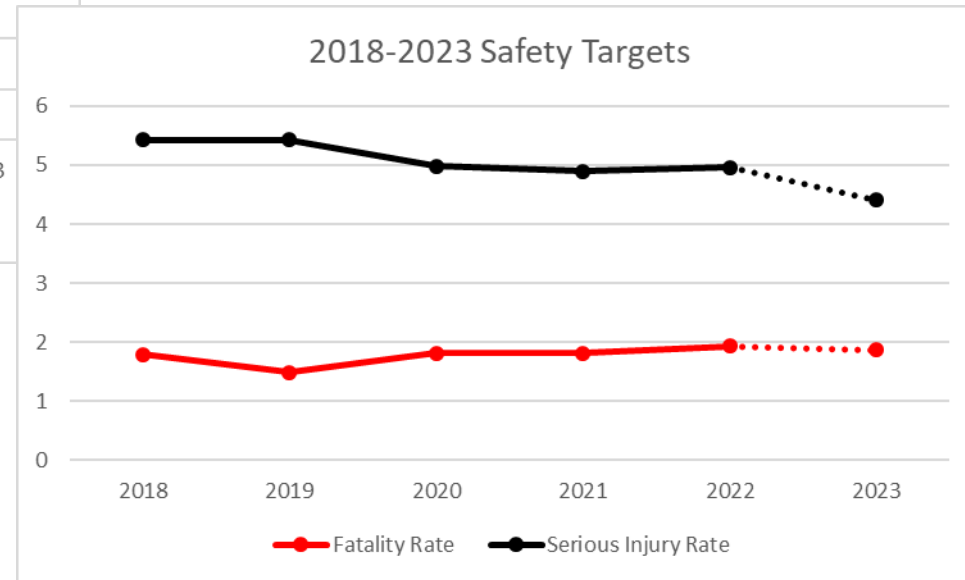
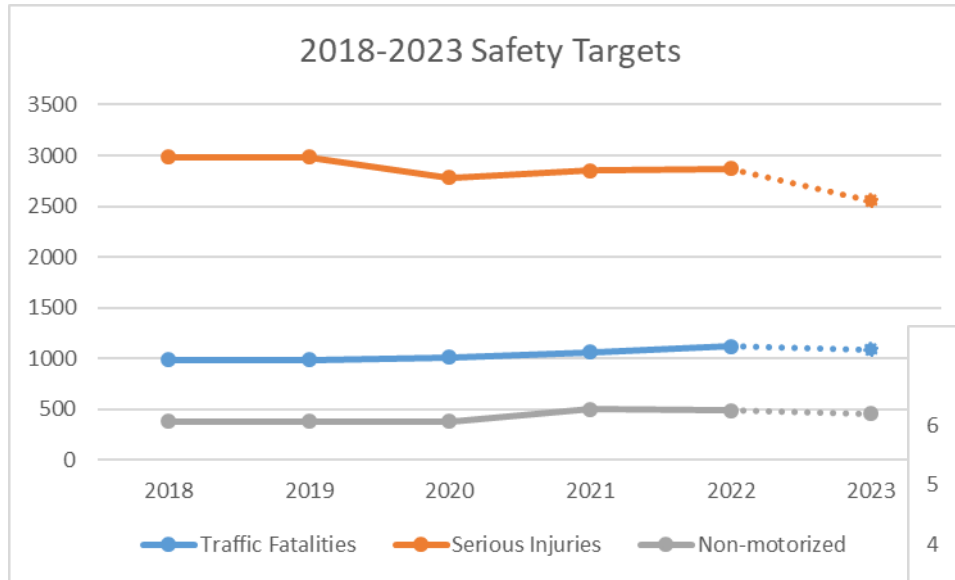


As Percentage of Total MPO



Safety Targets Tracking

22



2022 Transit Safety Targets

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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	0	0.70	1	0.94	71,561

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

Transit Asset Management

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2022 Targets: Greenlink

Asset Category	Class	Performance Measure	2022 Target
Rolling Stock	Buses	% met or exceeded ULB	50%
	Trolley Buses	% met or exceeded ULB	50%
	Cutaway Buses	% met or exceeded ULB	14%
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 a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% with a condition rating below 3.0 on TERM Scale	100%

Transit Asset Management

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2021 Targets: CAT

Asset Category	Class	Performance Measure	2021 Target
Rolling Stock	Articulated Buses	% met or exceeded ULB	0%
	Buses	% met or exceeded ULB	20%
Equipment	Trucks/Other Rubber Tire Vehicles	% met or exceeded ULB	0%
Facilities	Administration	% with condition rating below 3.0 on TERM Scale	0%

Infrastructure Condition:

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

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

System & Freight Reliability:

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

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

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

Monitoring and Reporting:

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- LRTPs and TIPs have to include performance measure information

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



Monitoring and Reporting:

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Table 1. South Carolina 2016-2020 Safety Performance Target Assessment

PERFORMANCE MEASURE	2016-2020 TARGET	2016-2020 OUTCOME	2014-2018 BASELINE	MET TARGET	BETTER THAN BASELINE	MET /MADE SIGNIFICANT PROGRESS
Number of Traffic Fatalities	1,011.0	1,023.0	969.4	No	No	No
Rate of Traffic Fatalities	1.819	1.836	1.802	No	No	
Number of Traffic Serious Injuries	2,781.0	2,888.2	2,938.8	No	Yes	
Rate of Traffic Serious Injuries	4.979	5.180	5.584	No	Yes	
Number of Non-motorized Traffic Fatalities and Serious Injuries	380.0	438.8	393.2	No	No	

Woodruff Road Congestion Relief

Project Information

[FixWoodruffRoad.com](#)

DESCRIPTION

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

PURPOSE

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

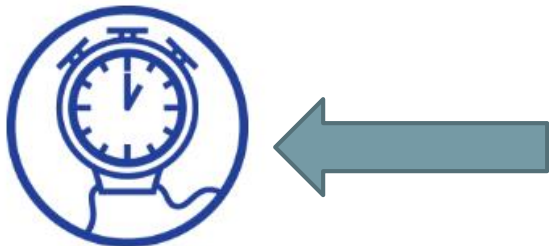
NEED

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

STATUS

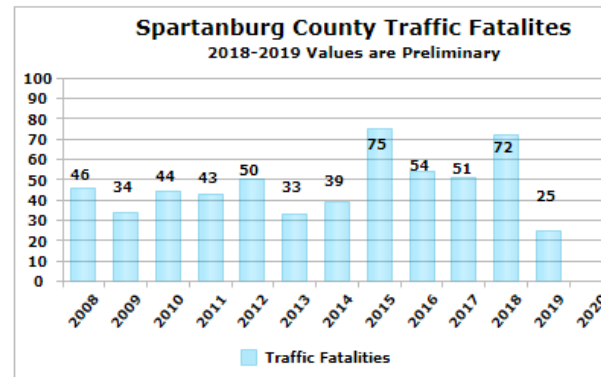
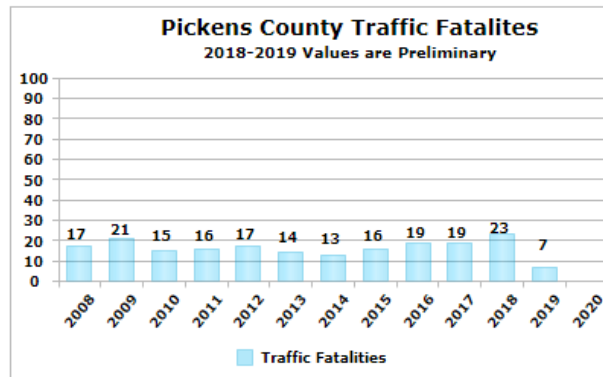
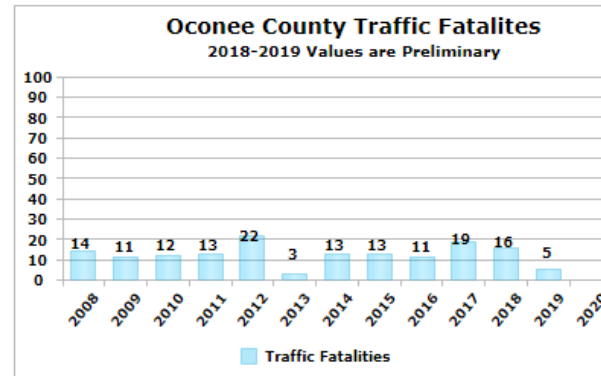
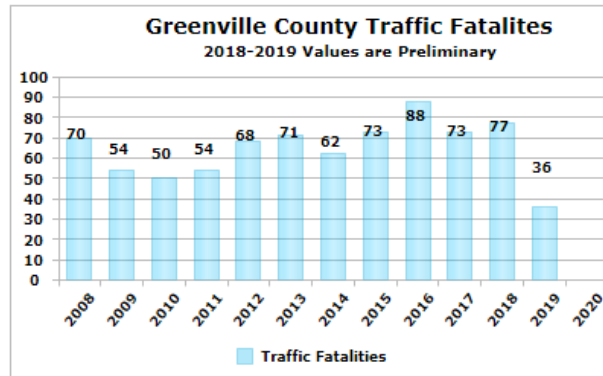
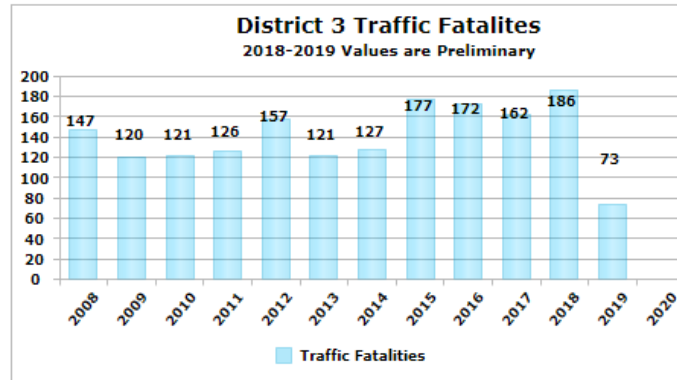
- ROW plans in QA review ahead of 05/23 ROW obligation. Additional funds are needed for ROW obligation.

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

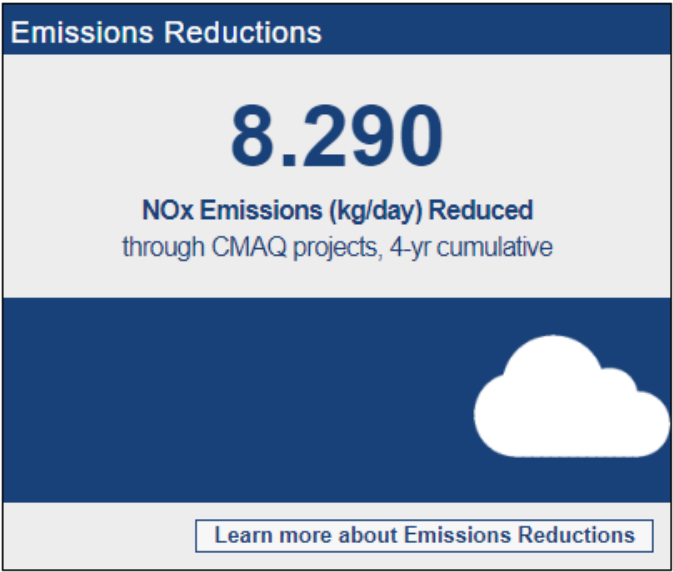
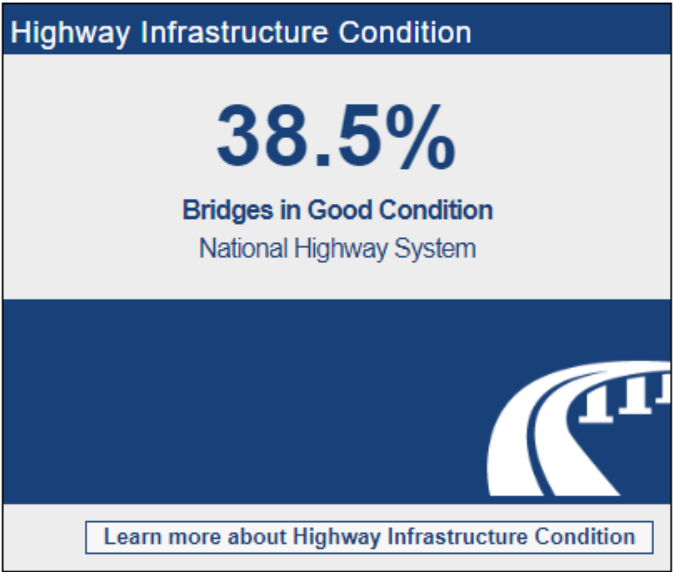


Funding Source	Funding Amount	% Total
Guideshare	\$42,000,000	35%
Greenville County	\$30,336,733	25%
SC State Infrastructure Bank	\$49,010,199	40%
Total	\$121,346,932	100%

District-3 Traffic Fatalities



State Performance Dashboard - South Carolina



Why?...

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

GPATS Horizon2045 LRTP Ranking

Corridor Project Scoring

$ \begin{aligned} \text{Raw Score}_{\text{corridors}} &= [\text{Safety Score}] + [\text{Pavement Condition Score}] + [2020 \text{ Level of Service (LoS) Score}] + [2045 \text{ Level of Service (LoS) Score}] + [\text{Percentage Truck Score}] + [\text{Percentage NonWhite Score}] \\ &+ [\text{Average Median Income (AMI) Score}] + [\text{Bus Stop Score}] + [\text{Emphasis Score}] \\ \text{Weighted Score}_{\text{corridors}} &= \frac{[0.2 * \text{Safety Score}] + [0.1 * \text{Pavement Condition Score}] + [0.08 * 2020 \text{ Level of Service (LoS) Score}] + [0.08 * 2045 \text{ Level of Service (LoS) Score}] + [0.1 * \text{Percentage Truck Score}] + [0.08 * \text{Percentage NonWhite Score}] + [0.08 * \text{Average Median Income (AMI) Score}] + [0.05 * \text{Bus Stop Score}] + [0.25 * \text{Emphasis Score}]}{[0.2 + 0.1 + 0.08 + 0.08 + 0.1 + 0.08 + 0.08 + 0.05 + 0.25]} \end{aligned} $																		
OBJECTID *	Project Name	Category	Project Length (mi)	From	To	Safety Score	Pavement Condition Score	2020 Level of Service (LoS) Score	2045 Level of Service (LoS) Score	Percentage Truck Score	Percentage Non-White Score	Average Median Income (AMI) Score	Bus Stop Score	Emphasis Score	Raw Score	Weighted Score	Adjusted Score Out-of-100	Rank
281	Roper Mountain Rd	Corridor Improvements	0.711799	Roper Mountain Rd Ext	Woodruff Rd	5	2	4	5	1	2	2	1	5	27	3.568627	100 / 100	1
15	US 123 from College Ave to US 76	Corridor Improvements	0.391628	College Ave	Anderson Hwy	5	2	3	3	1	3	3	0	5	25	3.441176	96 / 100	2
7	White Horse Rd	Corridor Improvements	1.415509	Su 123	SC 81	4	3	3	3	2	3	2	0	5	25	3.362745	94 / 100	3
251	Augusta St	Corridor Improvements	1.530573	East Faris Road	Mauldin Road	5	2	3	4	1	1	1	2	5	24	3.303922	93 / 100	4
9	West Georgia Road	Corridor Improvements	2.4389	East Standing Springs Road	North Maple Road	3	3	3	4	2	2	2	0	5	24	3.166667	89 / 100	5
14	US-25 – NEAR W GA TO WHITEHORSE EXT	Corridor Improvements	1.468117	Donaldson Road	White Horse Road Extension	2	3	2	3	2	4	3	0	5	24	3.04902	85 / 100	6
161	Miller Rd	Widening	2.56149	Old Mill Road	Woodruff Road	4	3	2	3	1	2	1	0	5	21	3.029412	85 / 100	7
6	Farrs Bridge Road	Widening	1.776831	West Hope St	Eunice Dr	3	3	2	3	2	2	2	0	5	22	3.009804	84 / 100	8
10	South Buncombe Rd	Corridor Improvements	3.40378	SC 14	GSP	3	3	2	2	2	2	2	0	5	21	2.931373	82 / 100	9
279	Farrs Bridge Rd	Corridor Improvements	3.447309	Hamburg Road	Groce Road	2	3	4	1	2	1	3	0	5	21	2.813725	79 / 100	10
211	SC 81	Widening	3.132922	SC 153	Old Williamston Road	2	2	4	4	2	1	1	0	5	21	2.794118	78 / 100	11
273	Saluda Dam Rd/Olive Rd/Fleetwood Dr	Corridor Improvements	1.610211	W Main St	Prince Perry Dr	3	2	2	3	2	1	1	0	5	19	2.754902	77 / 100	12
2	Fairview Road	Widening	1.562143	Hwy 418	Neely Ferry Road	3	1	4	1	2	2	1	0	5	19	2.735294	77 / 100	13
185	Farrs Bridge Rd (SC 183) Improvements	Corridor Improvements	4.105791	SC 135	Hamburg Rd	2	3	3	3	2	1	1	0	5	20	2.735294	77 / 100	13

GPATS Horizon2045 LRTP Ranking

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

Corridor Project Scoring

$Raw\ Score_{corridors} = [Safety\ Score] + [Pavement\ Condition\ Score] + [2020\ Level\ of\ Service\ (LoS)Score] + [2045\ Level\ of\ Service\ (LoS)Score] + [Percentage\ Truck\ Score] + [Percentage\ NonWhite\ Score] + [Average\ Median\ Income\ (AMI)Score] + [Bus\ Stop\ Score] + [Emphasis\ Score]$																		
$Weighted\ Score_{corridors} = \frac{[0.2 * Safety\ Score] + [0.1 * Pavement\ Condition\ Score] + [0.08 * 2020\ Level\ of\ Service\ (LoS)Score] + [0.08 * 2045\ Level\ of\ Service\ (LoS)Score] + [0.1 * Percentage\ Truck\ Score] + [0.08 * Percentage\ NonWhite\ Score] + [0.08 * Average\ Median\ Income\ (AMI)Score] + [0.05 * Bus\ Stop\ Score] + [0.25 * Emphasis\ Score]}{[0.2 + 0.1 + 0.08 + 0.08 + 0.1 + 0.08 + 0.08 + 0.05 + 0.25]}$																		
OBJECTID *	Project Name	Category	Project Length (mi)	From	To	Safety Score	Pavement Condition Score	2020 Level of Service (LoS) Score	2045 Level of Service (LoS) Score	Percentage Truck Score	Percentage Non-White Score	Average Median Income (AMI) Score	Bus Stop Score	Emphasis Score	Raw Score	Weighted Score	Adjusted Score Out-of-100	Rank
281	Roper Mountain Rd	Corridor Improvements	0.711799	Roper Mountain Rd Ext	Woodruff Rd	5	2	4	5	1	2	2	1	5	27	3.568627	100 / 100	1
15	US 123 from College Ave to US 76	Corridor Improvements	0.391628	College Ave	Anderson Hwy	5	2	3	3	1	3	3	0	5	25	3.441176	96 / 100	2
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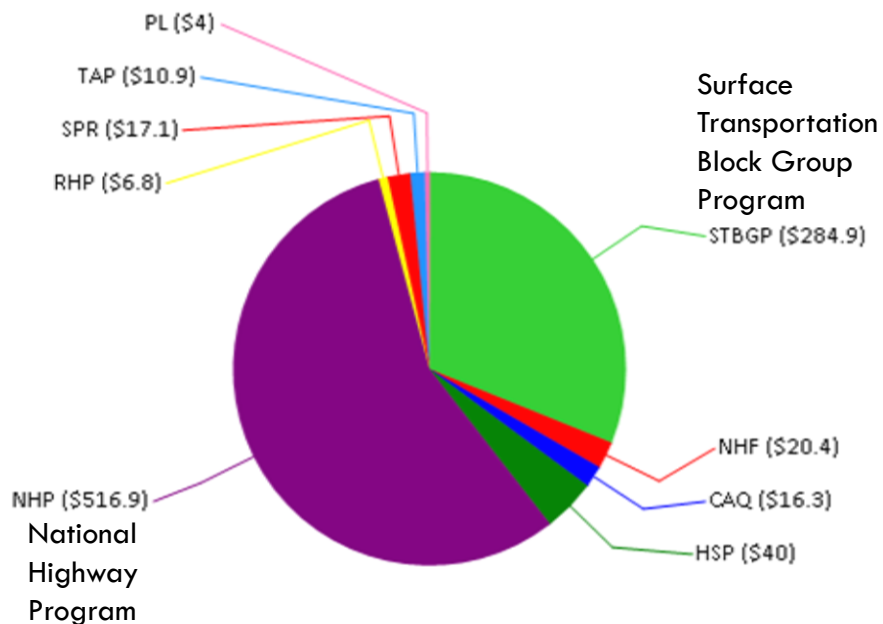
TOUR OF THE GPATS WEBSITE

www.gpats.org

GPATS PROGRAMS AND FUNDING SOURCES

How is GPATS funded?

**Federal Highway Budget
(Year 2017)**

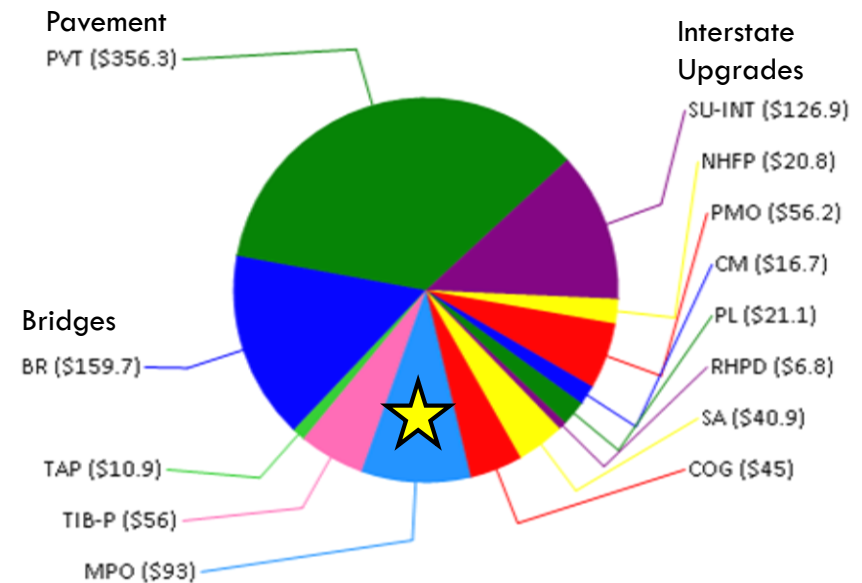


Total Amount is \$917.2 Million

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

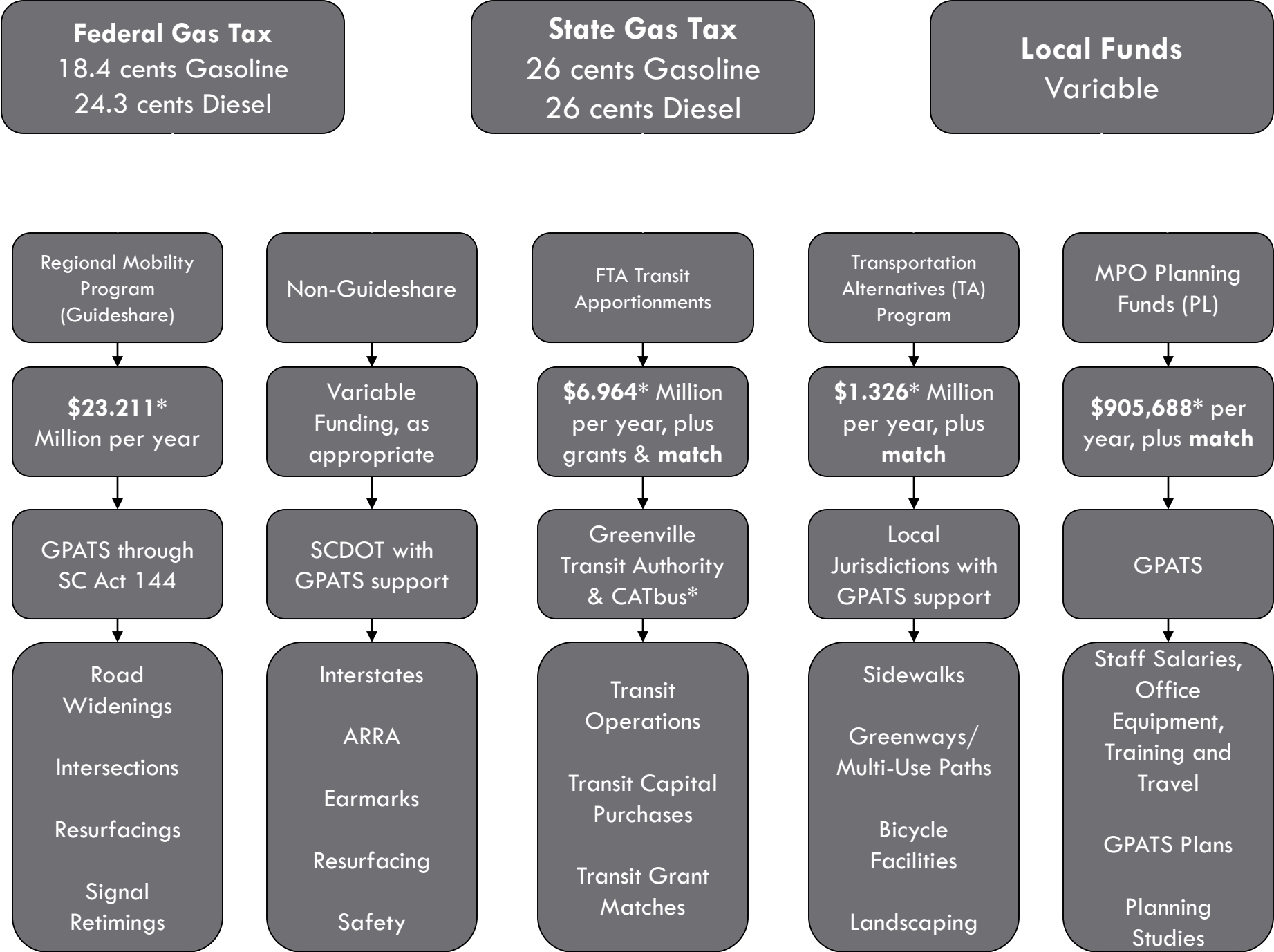
*Latest Federally Approved Data (Includes Revision 5)

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



Total Amount is \$1010.3 Million

*Latest Federally Approved Data (Includes Revision 5)



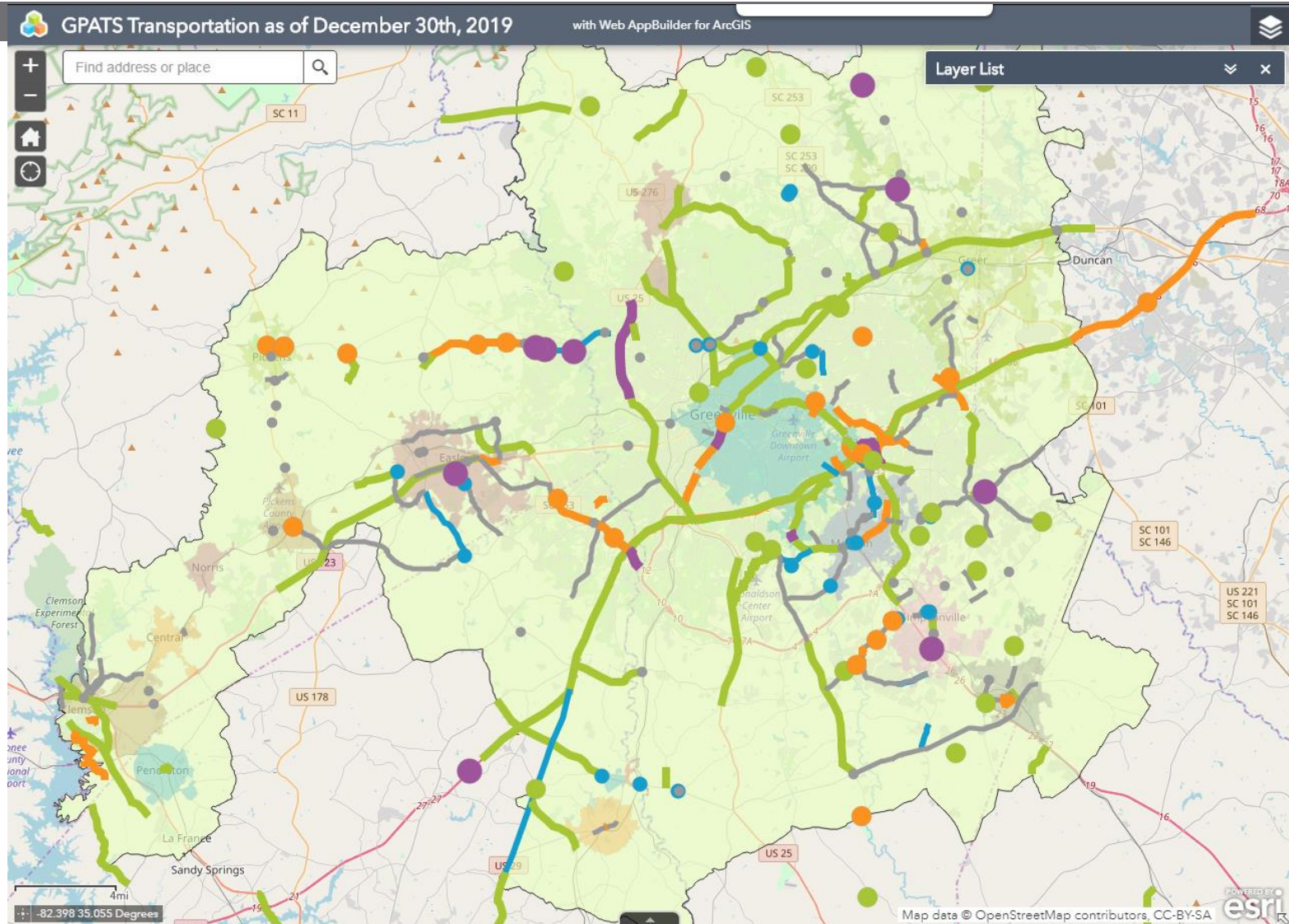
Regional Mobility Program (Guideshare)

4

- “Surface Transportation Block Group” Program, or STBG
- Identified, Planned, Prioritized by GPATS
- \$23.211 million per year
 - ▣ 80% Federal, 20% State, funded from Gas Taxes
- Major GPATS Projects
 - ▣ SC-153 Extension, Woodruff Road Widening and Parallel, Batesville Road, SC-14, etc.
 - ▣ Corridors
 - ▣ Intersection
 - ▣ Signal Timing
 - ▣ Starting in FY24, Bike/Ped/Transit

Regional Mobility Program (Guideshare)

5



Non-Guideshare

6

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

A large, three-dimensional red number '1' with a hash symbol, indicating a top priority or first position.

**Fatality Rate
in the
Nation**

A photograph of a road surface with significant cracking and deterioration.

**80% of our pavements
need repairs**

\$11 Billion problem



**Structurally Deficient
Bridges in our inventory**



PAST DUE

Widening Projects

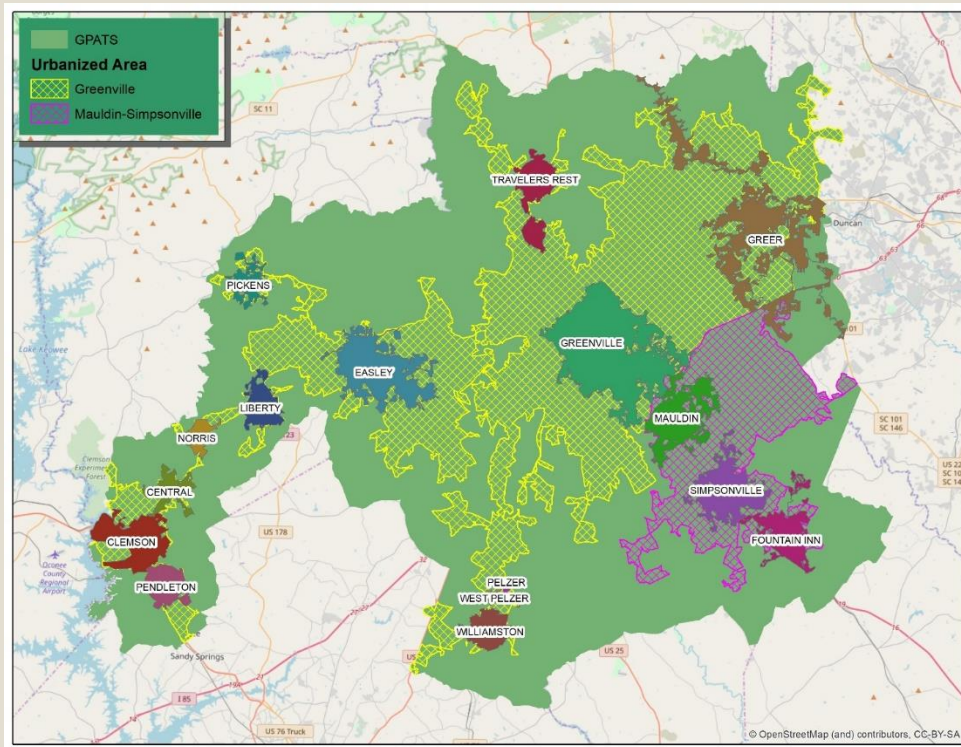
Current Dashboard of our Transportation System

ABOUT FTA FUNDS

BY ASANGWUA IKEIN (GPATS)

OVERVIEW

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



FTA FUNDS GTA MANAGES

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

5307 & 5339 – TRANSIT AGENCIES

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

GTA CAT Funding Formula 2021

Table 1
FY 2021 Sub-allocation Formula

Variables

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

Incentive

9.2%

Inputs

Overall (Transit Served)

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

Greenville

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

Clemson

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

Split

Greenville 65.85%

100.00%

Clemson 34.15%

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

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

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

GTA CAT Funding Formula 2021

FTA/State Apportionment Breakdowns

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

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

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

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

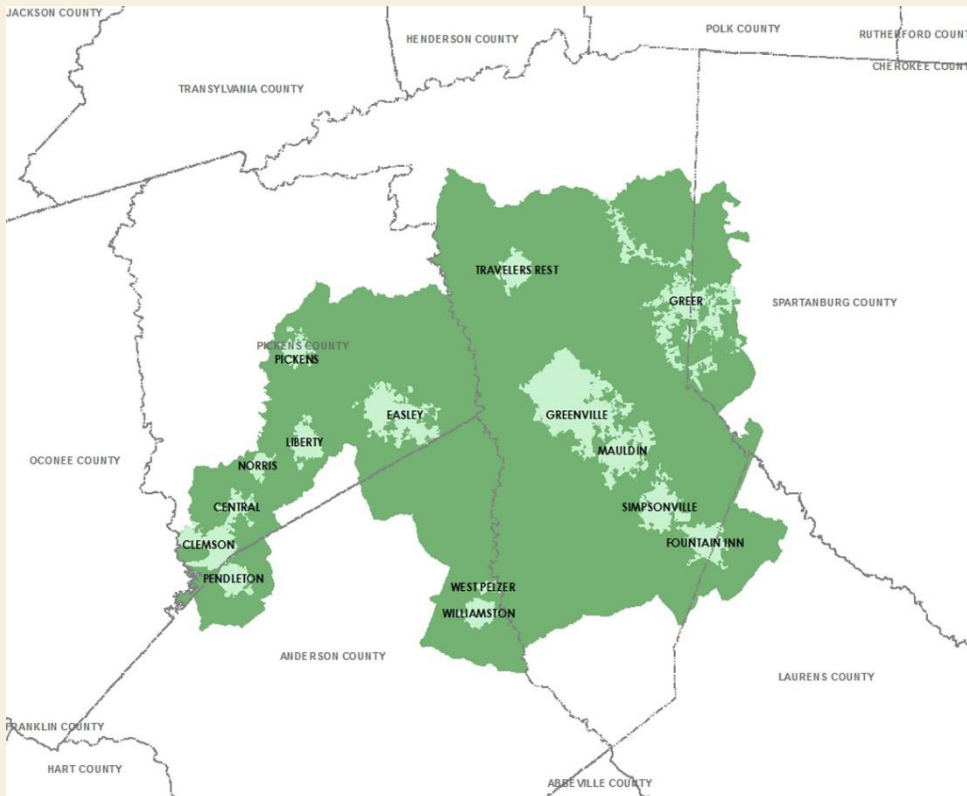
ABOUT FTA 5310 FUNDS

BY ASANGWUA IKEIN (GPATS)

OVERVIEW

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

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



ELIGIBLE RECIPIENTS

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

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

Traditional Section 5310 project examples include:

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

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

Nontraditional Section 5310 project examples include:

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

MATCH

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

AVAILABLE, USED, & LEFT OVER

Average Allocation					\$ 358,430.19	Available	\$3,584,301.90	\$402,206.00	\$69,789.00	\$69,790.00	\$ 407,558.00	\$ 583,095.00	\$ 599,925.00
						Left Over	\$ 438,569.00	\$ -	\$69,789.00	\$69,790.00	\$ -	\$ 99,015.00	\$199,975.00
▼	Applicant	Award Name	Application Year	Total	Local	Federal	FY 2020	CRRSAA	ARP	FY 2021	FY 2022	FY 2023	
11	Greenlink	7315-2023-1-P1 Greenlink Bus Stop Improvements	2023	\$ 200,000.00	\$ 40,000.00	\$ 160,000.00				\$ 160,000.00			
12	Pickens County Meals on Wheels	7315-2023-1-P2 PCMoW Transportation Services	2023	\$ 137,000.00	\$ 41,650.00	\$ 95,350.00					\$ 95,350.00		
13	Greenlink			\$ 247,558.00		\$ 247,558.00				\$ 247,558.00			
15	Greenlink			\$ 253,918.44		\$ 253,918.44					\$ 253,918.44		
16	CATbus			\$ 134,811.56		\$ 134,811.56					\$ 134,811.56		
17	Greenlink			\$ 180,392.00		\$ 180,392.00						\$ 180,392.00	
18	CATbus			\$ 219,558.00		\$ 219,558.00						\$ 219,558.00	

Transportation Alternatives (ta) Program

Overview

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

Overview

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

Eligible Activities

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



Eligible Applicants

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

Funding

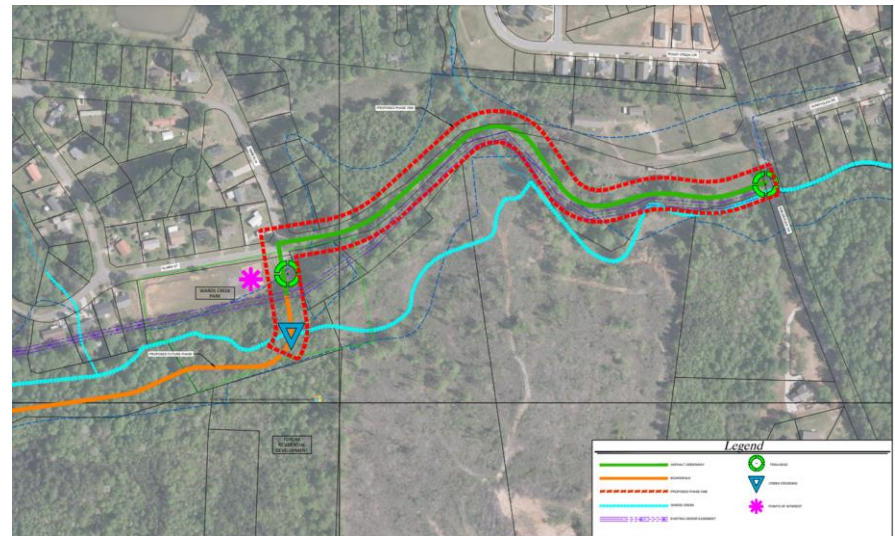
- ▶ The 2021 Investment Infrastructure and Jobs Act (IIJA) will fund TAP through 2026.
- ▶ GPATS has received approximately \$1.3 million in 2022 and 2023.
- ▶ TAP funds up to 80% of a projects total cost
 - ▶ 20% **minimum** local match
- ▶ *Applicants that applied to GPATS TAP funding and were **denied**, may apply to SCDOT's Program

GPATS TAP Cycle

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

Recently Awarded Project

- ▶ Wards Creek Trail Phase 1 – City of Greer
- ▶ \$1,090,345.60 awarded in 2023



Recently Completed Project

- ▶ Haywood Rd Sidewalk Project- City of Greenville
 - ▶ \$400,000 awarded in 2016
- ▶ Construction is completed, project is in closeout



Recently Completed Project

- ▶ Minor Street Sidewalks – Town of Williamston
 - ▶ \$200,000 awarded in 2015



MPO Planning Funds (PL)

31

- Unified Planning Work Program (UPWP) allocation
- \$1,132,110 allocation in FY2025
 - ▣ 80% Federal, 20% Local
 - Local is 75% Greenville County, 25% Pickens County
 - \$80,000 provided to each GTA and CATbus* (Element 303), who provide the Local Match
- Provides for GPATS Operations: Staff Salaries, Office Equipment, Training & Travel, etc.
- Funds GPATS Plans and Activities within Federal Allowances
- Carryovers – over \$100,000 annually
 - ▣ Banked by GPATS in anticipation of major need (10-year LRTP)
 - ▣ Provided to GPATS Jurisdictions to apply for Special Studies
 - Planning and Analysis only, no Project Implementation
 - Match for Studies provided by Jurisdiction.
 - Requires SCDOT LPA (Local Public Administration) Planning-level Certification from here on out. Staff will provide more details in next Call for Projects.

Special Studies

32



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

[Safety](#)

[TIP](#)

[UPWP](#)

[Safe Routes to](#)

[School](#)

[Transit](#)

[TA Program](#)

YEAR 2010

City of Easley Bicycle and Pedestrian Master Plan ~

Adopted by GPATS Policy Committee 03/15/2010

GCEDC Rail Corridors Alternatives Feasibility Study ~

Adopted by GPATS Policy Committee 06/20/2011

Downtown Fountain Inn Retail Market Assessment

Fountain Inn SC Route 418 Corridor Plan ~

Adopted by GPATS Policy Committee 03/15/2010

YEAR 2011

Fountain Inn Woodside Mill District Study

City of Greenville Bicycle Master Plan ~

Adopted by GPATS Policy Committee 01/24/2011

City of Easley Brushy Creek Greenway Feasibility Study

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

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

HWY-153 Plan

YEAR 2012

City of Mauldin Downtown Master Plan

YEAR 2013

Greenville County Recreation GHS Swamp Rabbit Trail Impact Study Year 2

YEAR 2014

Greenville County Recreation GHS Swamp Rabbit Trail Impact Study Year 3

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

GCEDC Personal Rapid Transit Evaluation

YEAR 2015

City of Greer Downtown Walking and Bicycling Master Plan

City of Travelers Rest Bicycle Master Plan

Town of Williamston Bicycle and Pedestrian Master Plan

City of Greenville Intersection Safety Analysis

6

City of Mauldin East Butler Road Corridor Plan

City of Greenville Master Plan

8

Greenville County 2020-2024 Transit Development Plan ~

Adopted by GPATS Policy Committee for Informational

Purposes Only 10/15/2018

GPATS ATN Feasibility Study ~

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

City of Clemson Downtown Corridor Master Plan

YEAR 2019

*Highway SC-14 Corridor Study ~

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

POLICY COMMITTEE AND STUDY TEAM ROLES AND RESPONSIBILITIES

Policy Committee

2

- 30 Voting Members, 7 Non-Voting Members*
 - ▣ Size not regulated other than “Representative of Region”
 - ▣ 8 Legislative Delegates (Gvl-5, Pkn-2, And-1)
 - ▣ 8 County Councilors (Gvl-5, Pkn-2, And-1)
 - ▣ 11 Municipal Mayors (Gvl-6, Pkn-4*, And-1*)
 - Clemson, Pendleton, Central, Norris Cluster
 - Pelzer, West Pelzer, Williamston Cluster
 - ▣ 2 SCDOT Commissioners (Gvl/Sp-1, Pkn/And-1)
 - ▣ 1 Transit Chair (GTA)
- Responsible for carrying out provisions of legislative requirements.
 - ▣ Provides Policy Direction for Planning, Programming, and Implementation of GPATS Plans
 - ▣ Approves or Rejects Projects and Plans for GPATS
 - ▣ Makes Recommendations to Councils, Delegations, State and Federal Departments, and other bodies

Policy Committee

3

- Meets Four times per Year
 - ▣ In 2024*: Feb 26, May 13, Aug 19, Oct 21
 - Agenda Packets mailed/emailed one week in advance
 - ▣ Formal document changes (LRTP, TIP, UPWP, etc.) require 21-day Advertising prior to meeting
- Officers:
 - ▣ Chair: Senator Rex Rice, Pickens County
 - ▣ Vice-Chair: Senator Ross Turner, Greenville County
 - ▣ Term of Office: 2 years (next election in Feb 2024)
 - ▣ Secretary/Executive Director: Keith Brockington (designee)
- Quorum: A majority of Voting Members (15*)

Policy Committee

4



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



GPATS Policy Coordinating Committee Members

The Greenville-Pickens Area Transportation Study is overseen by the Policy Coordinating Committee, whose members include 36 elected officials from around the region. This committee meets four times a year to address the transportation plans, projects, issues, and opportunities facing the region.

GPATS By-Laws

PREVIOUS AGENDAS/MEETING MINUTES/PUBLIC NOTICES

GREENVILLE COUNTY LEGISLATIVE

DELEGATION

Karl B. Allen, *Senator, District 7*

Jason Elliott, *Representative, District 22*

Alan Morgan, *Representative, District 18*

Ross Turner, *Senator, District 8 ~ Vice-Chairman*

David Vaughan, *Representative, District 27*

PICKENS COUNTY LEGISLATIVE DELEGATION

Neal Collins, *Representative, District 5*

Rex Rice, *Senator, District 2 ~ Chairman*

ANDERSON COUNTY LEGISLATIVE DELEGATION

Richard Cash, *Senator, District 3*

ANDERSON COUNTY COUNCIL

Jimmy Davis, *District 6*

GREENVILLE COUNTY COUNCIL

Ennis Fant, *District 25*

Butch Kirven, *District 27*

Joey Russo, *District 17*

Liz Seman, *District 24*

Dan Tripp, *District 28*

PICKENS COUNTY COUNCIL

C. Claiborne Linvill, *District 1*

Henry Wilson, *District 6*

MUNICIPAL MAYORS

Brandy Amidon, *City of Travelers Rest*

Rick Danner, *City of Greer*

Robert Halfacre, *City of Clemson*

G.P. McLeer, *City of Fountain Inn*

Terry Merritt, *City of Mauldin*

Fletcher Perry, *City of Pickens*

Blake Sanders, *City of West Pelzer*

Paul Shewmaker, *City of Simpsonville*

Knox White, *City of Greenville*

Butch Womack, *City of Easley*

Erica Romo Woods, *City of Liberty*

SCDOT COMMISSION

Pamela Christopher, *District 3*

Max Metcalf, *District 4*

GREENVILLE TRANSIT AUTHORITY

Walker Smith, *Chair, Greenville Transit Authority Board of Directors*

NON-VOTING MEMBERS

Steve Bichel, *Chair, Greenville County Planning Commission*

Keith Brockington, *Manager of Transportation Planning, GPATS/Greenville County Planning Department*

Duane Greene, *Chair, Pickens County Transportation Committee*

Will Moore, *Chair, Anderson County Planning Commission*

Ruth Sherlock, *Chair, Greenville County Transportation Committee*

Gary Stancell, *Chair, Pickens County Planning Commission*

Ronald P. Townsend, *Chair, Anderson County Transportation Committee*

Study Team

5

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

Study Team

6

- Recommendation by Consensus
 - ▣ Study Team does not vote, only provide recommendations.
 - Consensus: Unanimous Support
 - Consensus with Objection: Formal Objection noted to Policy Committee
 - No Consensus: Significant Objection resulting in split recommendation noted to Policy Committee
 - No Recommendation : Issues with Agenda Item resulting in lack of recommendation to Policy Committee
- Meets Four times per Year
 - ▣ Scheduled typically 3-4 weeks prior to PC meetings
 - ▣ In 2024: Jan 29, April 15, July 15, Sept 23.
 - ▣ Agenda Packets emailed in advance

Staff and Management

7

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

GPATS By-Laws

8

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

Regional Coordination

9

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

HOW GPATS PROJECTS GET DONE



Abbreviated Process

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

Expanded Process

- Concept/Request
 - Identified by SCDOT or other Agencies, Local Request, Travel Model Output, and Public Citizens
- Long-Range Transportation Plan
 - No specific treatment identified, only need and potential course (e.g., Widening, Intersections, Access Management)
 - SC Act 114 and Federal Performance Measure Prioritization
 - Fiscally Constrained to LRTP Horizon Year
 - Vision
 - Supported/Funded by other Agency – Potential to Accelerate
 - Otherwise wait for next LRTP to potentially increase in ranking
- Transportation Improvement Program
 - 2-year update brings in new projects to fill funding (\$36 mil total) at BACK end of TIP
 - PE, ROW, and Const. Costs not established or scheduled, only PL
 - Project phasing spread out to have multiple projects in progress, but still results in several year wait.

Expanded Process

□ Planning/Feasibility Reports (NEW)

- Cost taken from PE phase to do 20-30% plans
- Determine accurate Scope, Cost, and Timeframe for projects
- Allows MPOs to evaluate project and potentially reject project if too expensive or does not serve the “Purpose and Need”
- Previously, if project was canceled in PE or beyond, FHWA required payback of spent funding
- Report defines other phases, which are then programmed into TIP

□ Preliminary Engineering

- NEPA – National Environmental Policy Act, studies to prove project will not harm environment, or mitigate impacts – 60-70% Plans
- Final Design - 100% Plans

□ ROW Acquisition

- Development of Plans for property acquisition
- Negotiations with property owners and purchase under Uniform Act offering Fair Market Value
- Beginning of Utility Relocations – depending on provider, some costs/relocations may be funded/performed by project.

□ Construction

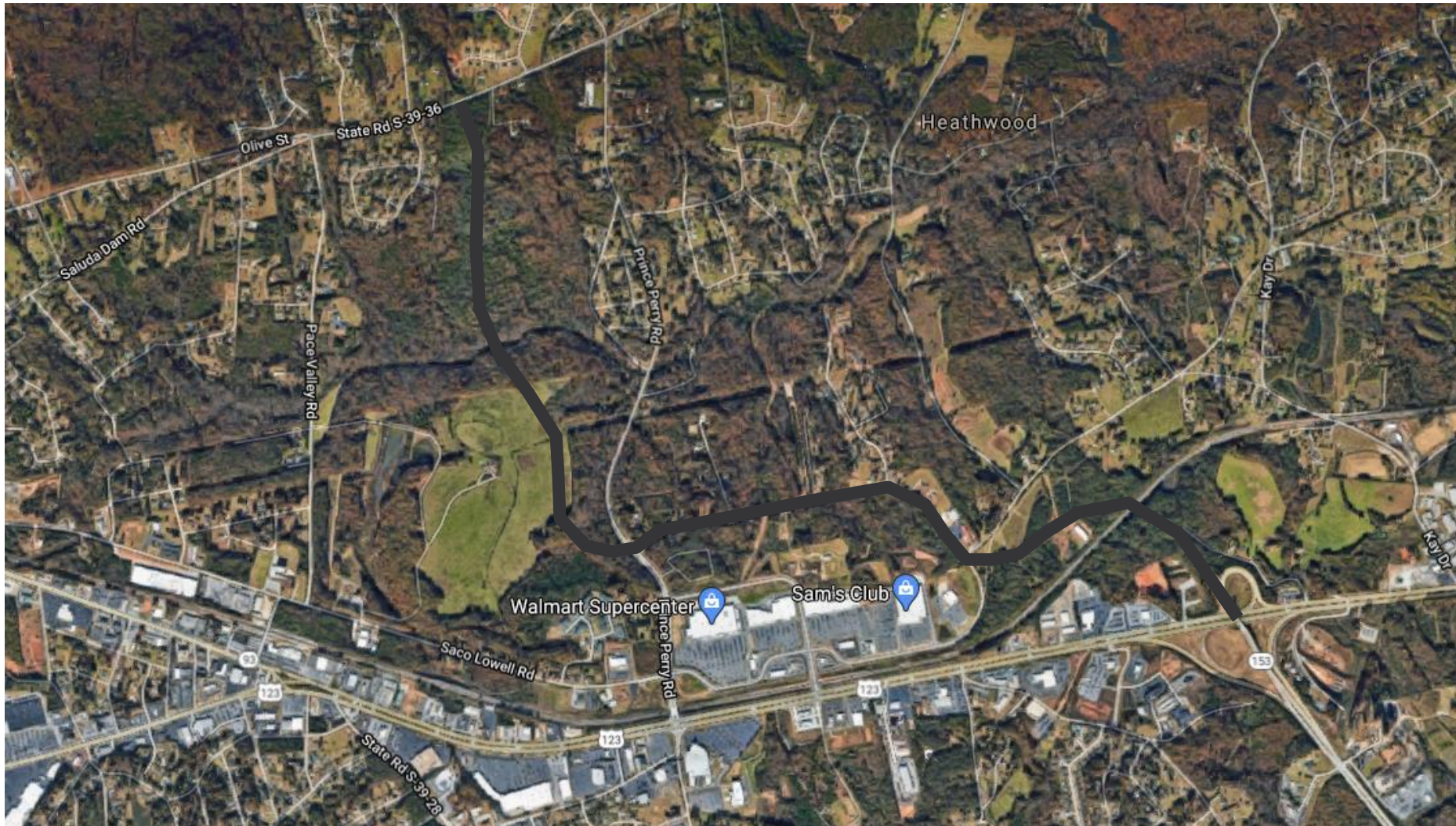
- Let for Bid, low bidder required so long as project will be completed as bid and on schedule
- Project Updates provided by SCDOT at Study Team and Policy Committee Meetings

□ Completion

□ Evaluation

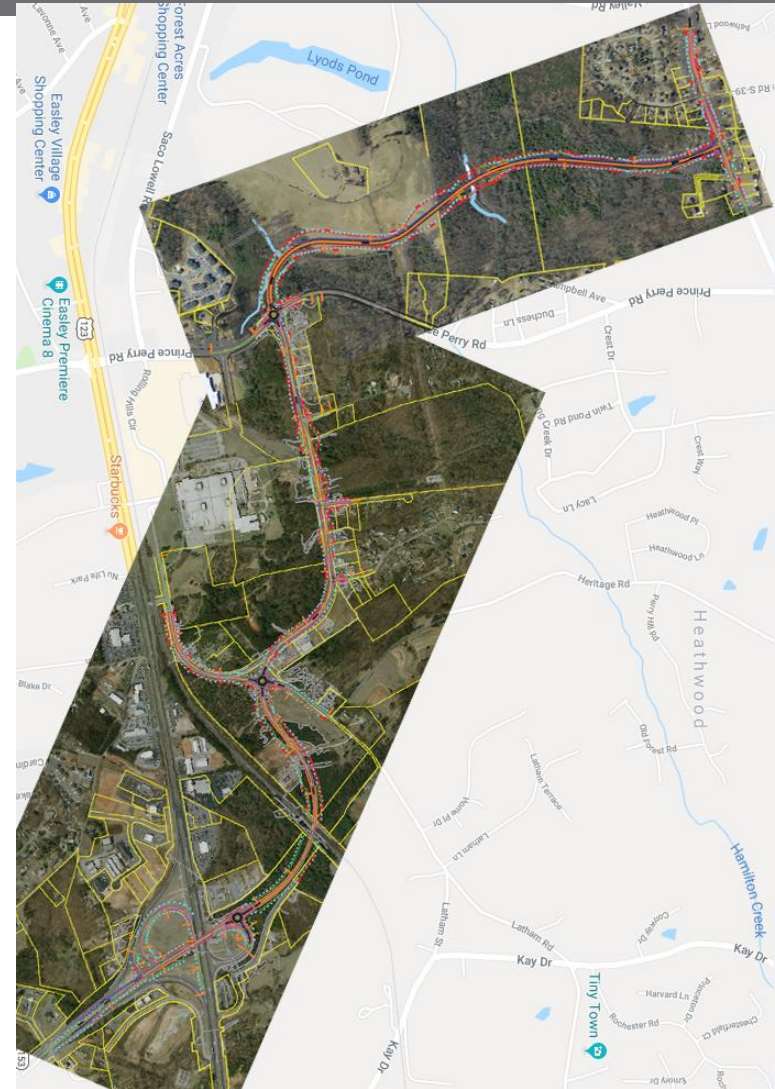
- Once completed, impacts of project are measured over time and evaluated by SCDOT/MPO for effectiveness and compliance with Federal Performance Measures.

SC-153 Extension, Easley, SC



SC-153 Extension, Easley, SC

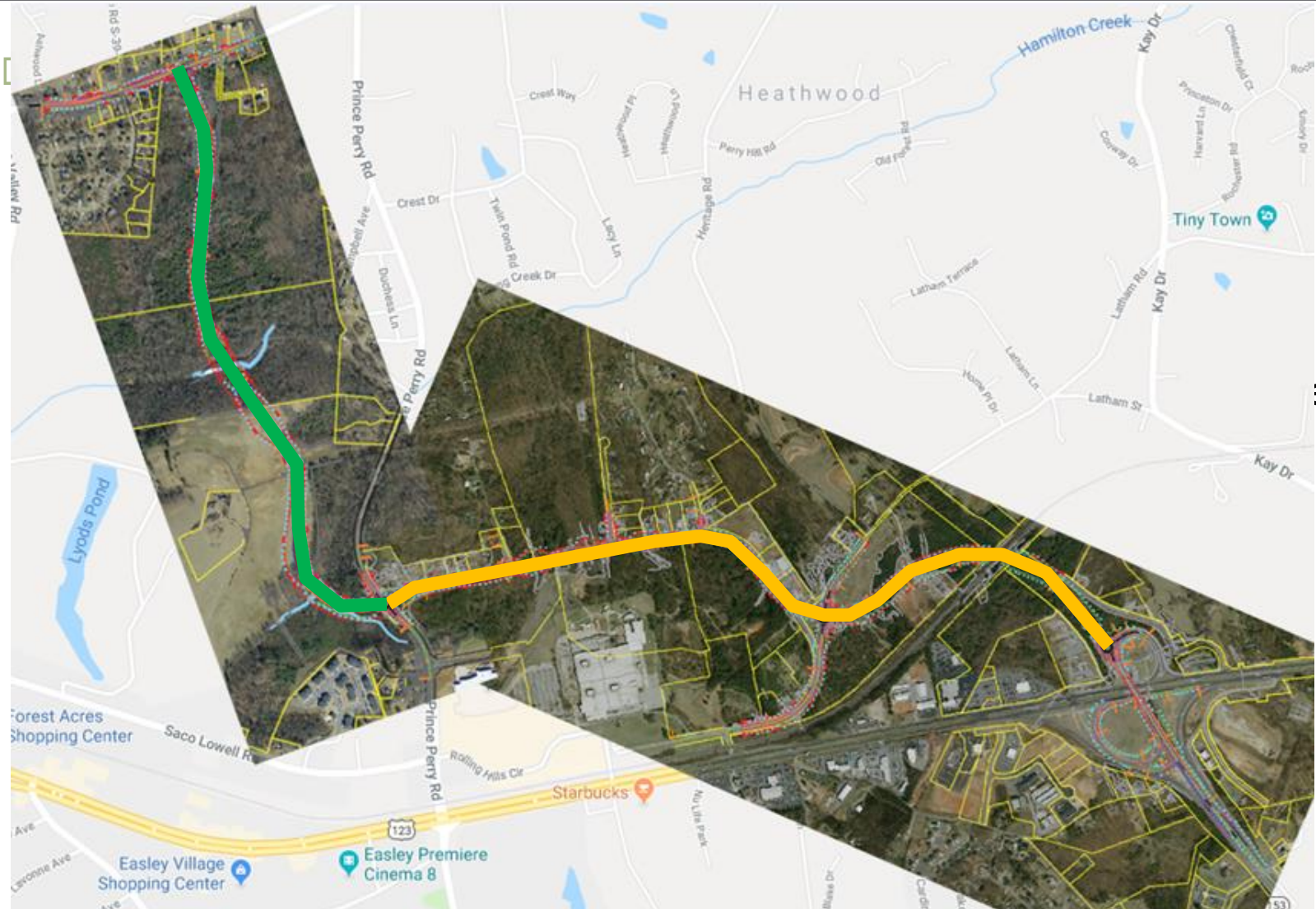
- Approx. 2.7 miles long
- 2 lane section, center turn lane, multi-use path
- Includes three new roundabout intersections
- Continuing SC-153 from US-123 to Saluda Dam Rd./Olive St.



Long-Range Transportation Plan Process

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

Long-Range Transportation Plan Process



Long-Range Transportation Plan Process

□ SC-153 Ranking (in 2007)

■ Congestion

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

■ Safety

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

Long-Range Transportation Plan

Process

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

L RTP Document

GPATS

Greenville Pickens Anderson Greenville

Long Range Transportation Plan

Table 4.1: Street and Highway Improvement Projects

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

Long-Range Transportation Plan Results

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

Post LRTP

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

2008 Transportation Improvement Program

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

SC-153 Ext. Journey

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

SC-153 Ext. Journey

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

SC-153 Ext. Journey

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

SC-153 Ext. Journey

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

SC-153 Ext. Journey



SC-153 Ext. Journey



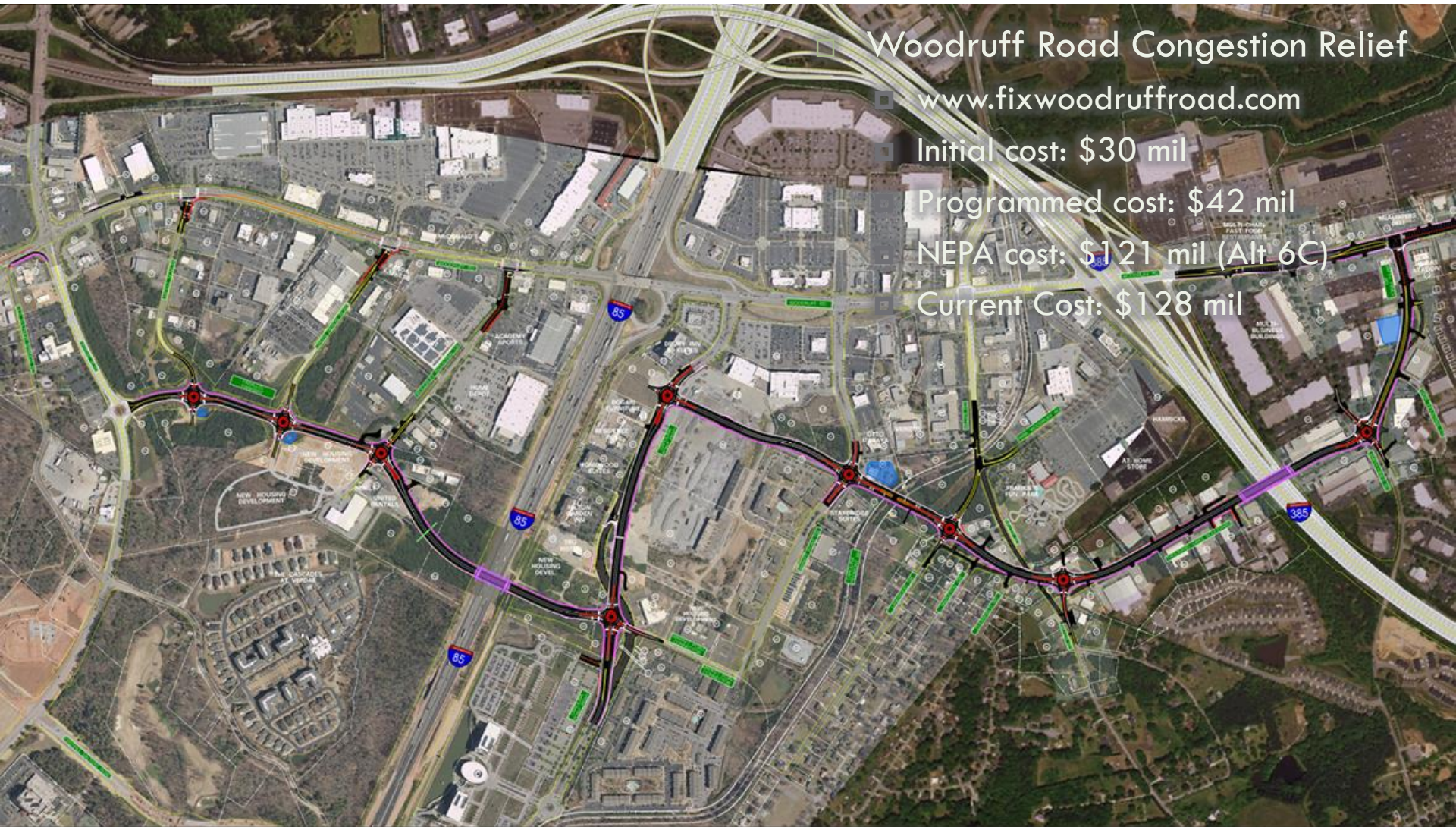
SC-153 Ext. Journey

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

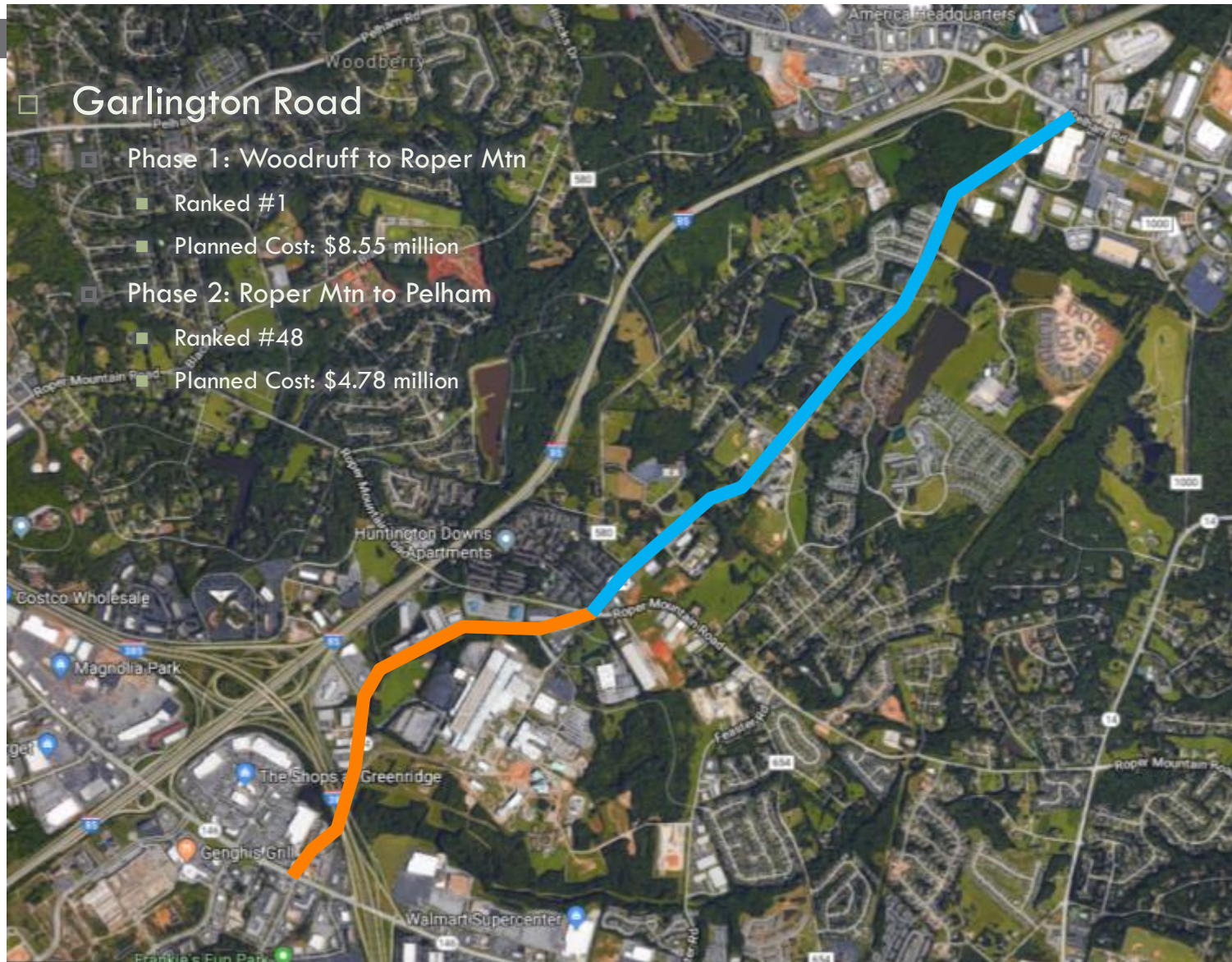
Lessons Learned

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

Current Cost: \$128 mil

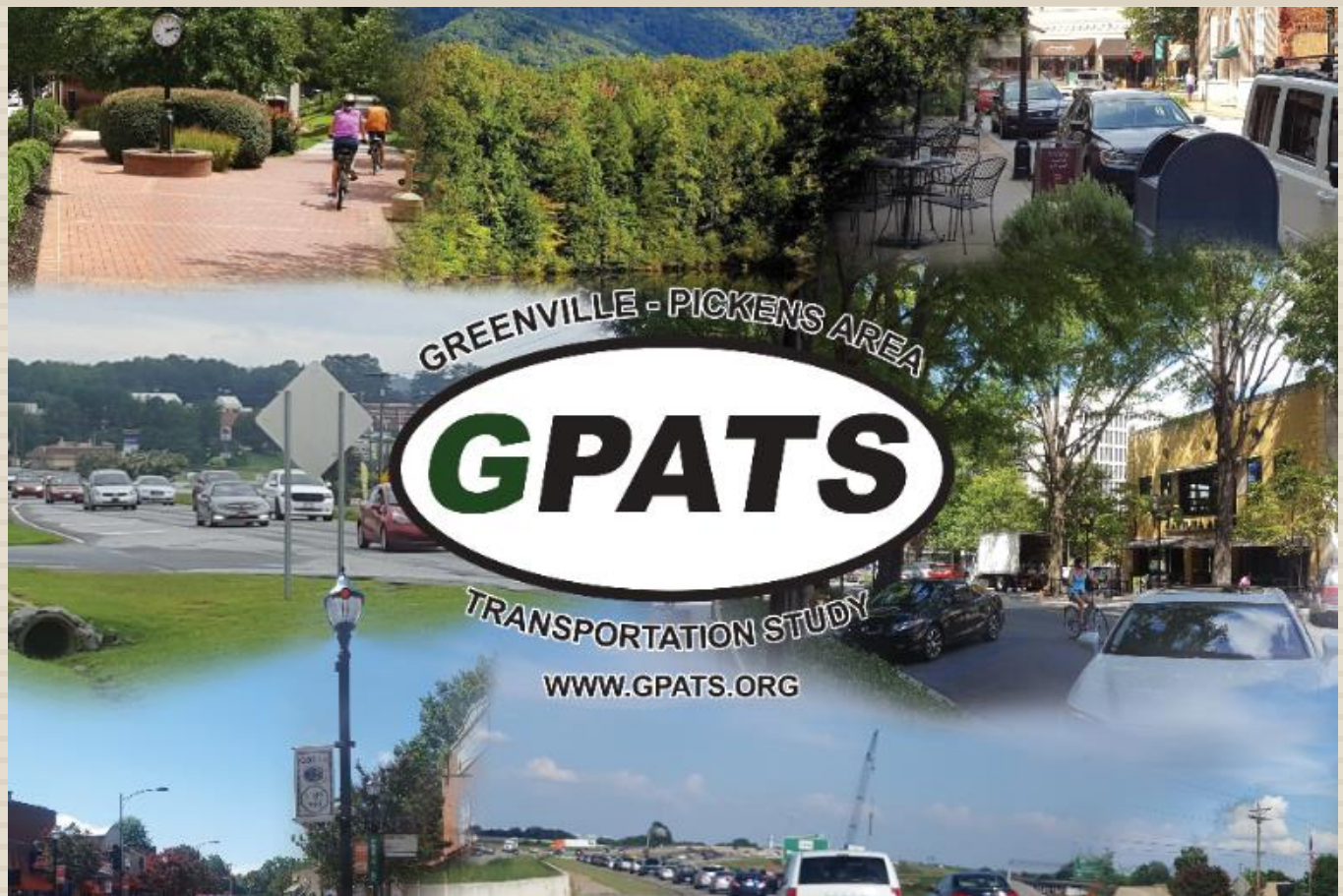


Lessons Learned



Lessons Learned

GUIDESHARE PROJECTS CONTINUED													
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.													
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 27,000 C-ACC	10,000 C-ACC	11,000 C-ACC		\$35,900		STBCP
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-ACC	8,500 C-ACC			\$12,900	ON HOLD	STBCP
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-ACC	11,487 R-ACC	11,487 R-ACC	11,487 R-ACC			\$43,211	76,000	STBCP
P039274		CARLINGTON ROAD FROM SC-146 TO PELHAM ROAD		300 PL									STBCP
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)						500 PL			\$500		STBCP
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)					500 PL				\$500		STBCP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)							40 PL		\$40		STBCP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)					60 PL				\$60		STBCP
	6	WADE HAMPTON FROM PINE KNOLL DR TO REID SCHOOL RD							200 PL				STBCP
P041914		SC-296 REIDVILLE ROAD SC-290 TO SC-146 (WOODRUFF ROAD)			100 PL						\$100		SPATS STBCP
		SC-183 FARRS BRIDGE ROAD SC-135 TO US-25 (WHITE HORSE ROAD) WIDENING (SCOPE TBD)				3,000 P			5,000 R			\$20,000	STBCP
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37689RD01		WOODRUFF RD-I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STBCP
37688RD01		WOODRUFF RD (SC 146) AND CARLINGTON/MILLER***	1,781 P										STBCP
	2	HAYWOOD ROAD AND PELHAM ROAD			250 PL	TBD	TBD				\$250		STBCP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD			250 PL	TBD	TBD				\$250		STBCP
	4	WHITEHORSE RD / W. BLUE RIDGE RD					25 PL	TBD			\$25		STBCP
	4	E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY					35 PL	TBD			\$35		STBCP
	4	LAURENS RD / WOODRUFF RD							50 PL	TBD	\$50		
	7	RUTHERFORD RD / JAMES ST AND W. EARLE ST							50 PL	TBD	\$50		
	9	SC-8 / MURRAY ST							50 PL	TBD	\$50		



Q&A | Discussion

Thank you for your Attendance today!

www.gpats.org

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