

AGENDA
GPATS 101 TRAINING SESSION
February 17, 2021
9:00 a.m.

**Greenville County Square is currently limiting space for public gatherings.
The GPATS 101 Training Session is to be conducted with remote participation
by Members who have been emailed a special link.
Citizens and other interested parties may access this session at the appointed time,
at the following web address: <https://www.greenvillecounty.org/livestreamplanning.aspx>**

9:00-9:10am	1) WELCOME AND INTRODUCTIONS
9:10-9:20am	2) GENERAL GPATS INFORMATION AND BRIEF HISTORY
9:20-9:40am	3) RUNDOWN STATE AND FEDERAL POLICIES
9:40-9:50am	4) TOUR OF THE GPATS WEBSITE AND INTERACTIVE MAPPING SYSTEM
9:50-10:00am	BREAK
10:00-10:20am	5) GPATS PROGRAMS AND FUNDING SOURCES
10:20-10:30am	6) ROLES AND RESPONSIBILITIES OF GPATS
10:30-10:50am	7) HOW GPATS PROJECTS GET DONE – SC 153 EXTENSION EXAMPLE
10:50-11:00pm	QUESTIONS & ANSWERS

GPATS 101 TRAINING SESSION

February 17, 2021
9am – 11am

Welcome and Introductions

▣ Presenters and Staff

- Butch Kirven, GPATS Chairman, Greenville County Council
- Keith Brockington, Transportation Planning Manager, GPATS Executive Director
- Asangwua Ikein, Transit Planner & Grants Manager
- Brennan Groel, Transportation Planner
- Denise Montgomery, Administrative Assistant
- Helen Hahn, Administrative Coordinator
- Tee Coker, Greenville County Director of Planning and Zoning
- Paula Gucker, Greenville County Assistant County Administrator for Community Planning, Development, and Public Works

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

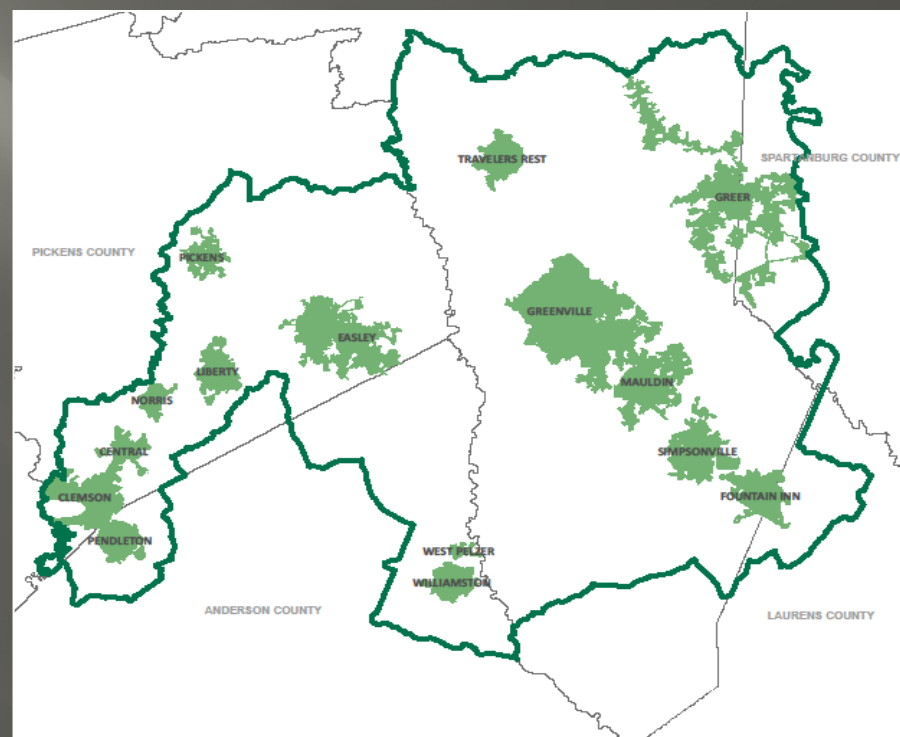
- ▣ Links in Chat
 - GPATS Long-Range Transportation Plan
 - GPATS TIP and UPWP Financial Statements
 - GPATS By-Laws
 - Acronyms and Definitions
- ▣ Copy of Presentations and Audio Recording will be available on GPATS.org soon.

GENERAL GPATS INFORMATION AND HISTORY

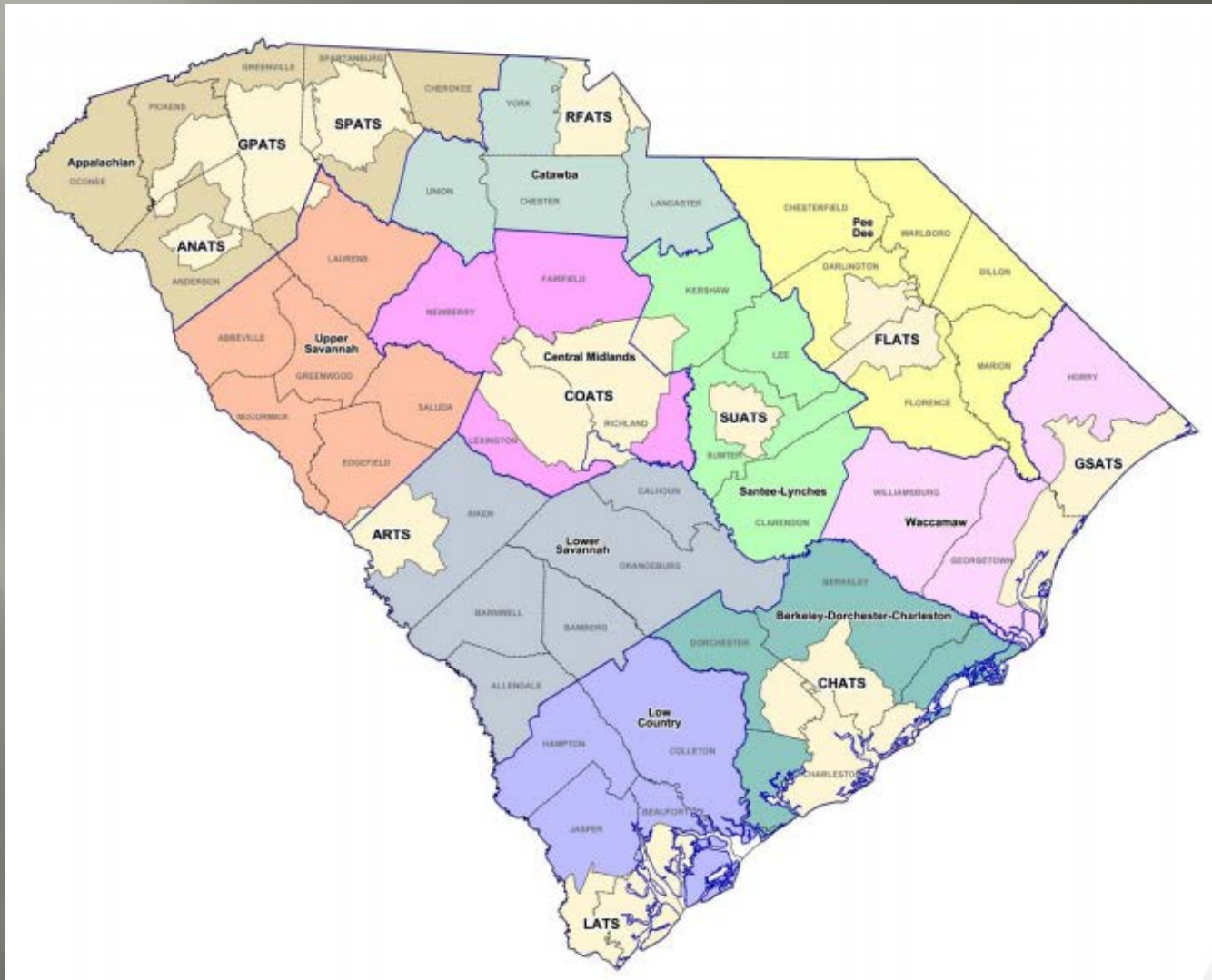
February 17, 2021

9am – 11am

- 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/COGs



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

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 \$18 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 60 named attendees.

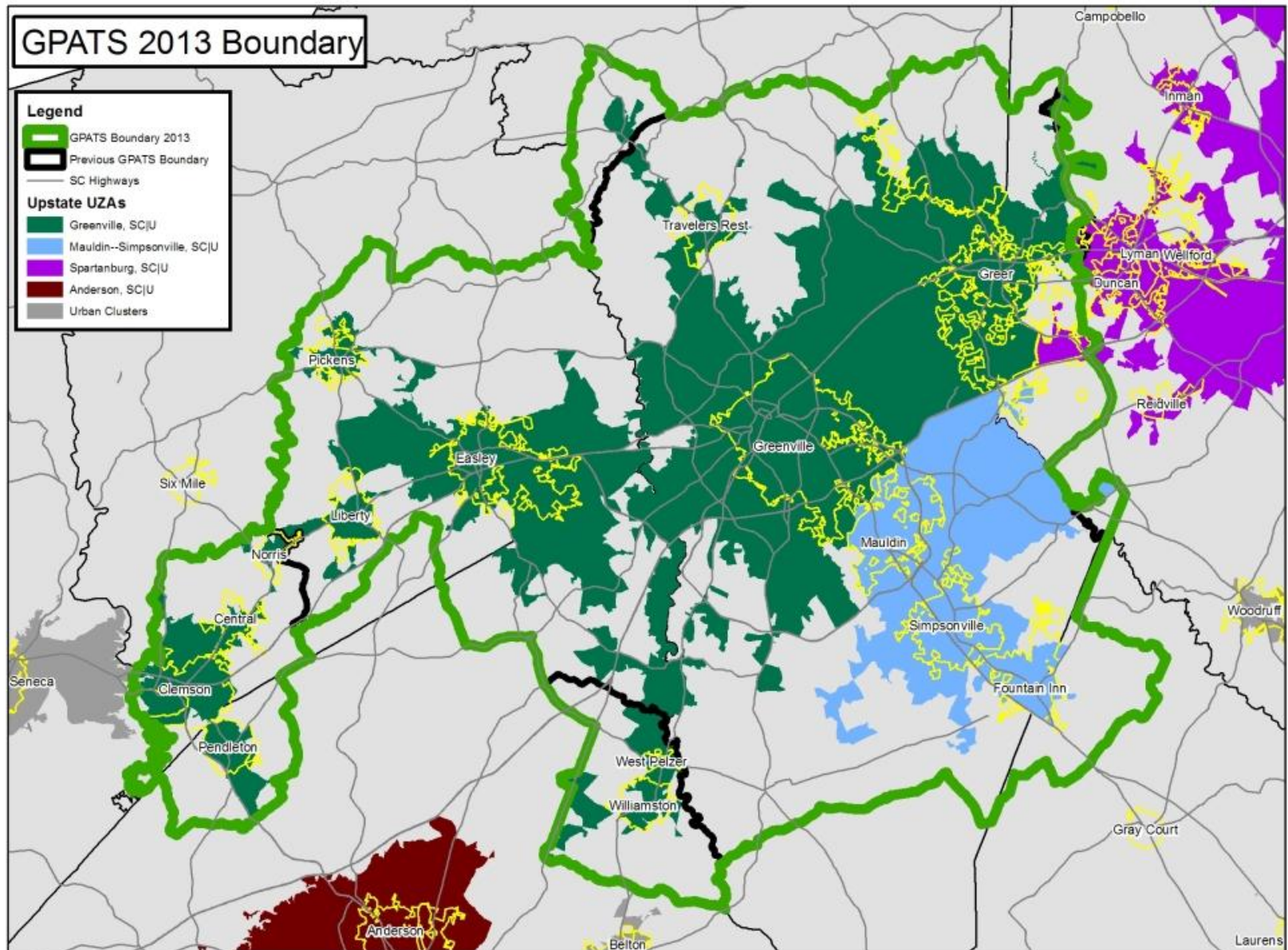
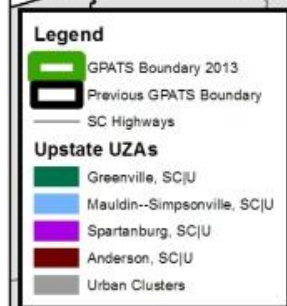
▣ Staff

- Keith Brockington, Manager, Executive Director
- Asangwua Ikein, Transit Planner & Grants Manager
- Brennan Groel, Transportation Planner
- Denise Montgomery, 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 2013 Boundary



RUNDOWN OF STATE AND FEDERAL POLICIES

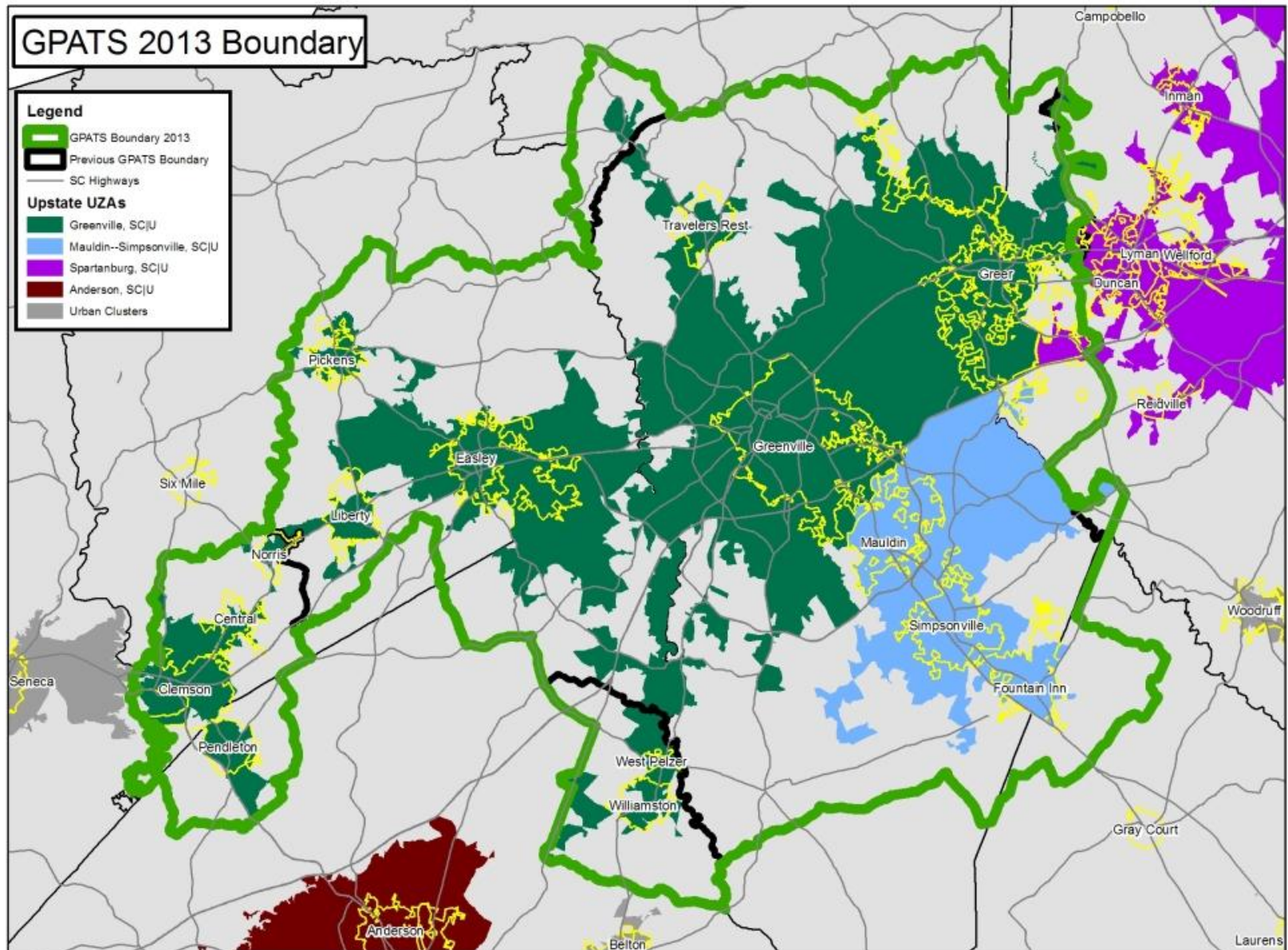
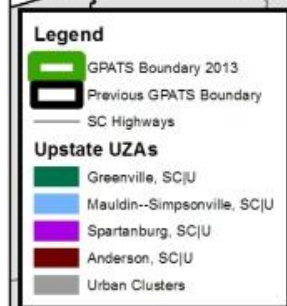
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Federal Authorizations

- ▣ 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)
 - Currently FAST Act (Expired, “Continuing Auth.”)
 - Previously MAP-21, SAFTEA-LU, TEA-21, NHS, ISTEA, Uniform Act

GPATS 2013 Boundary

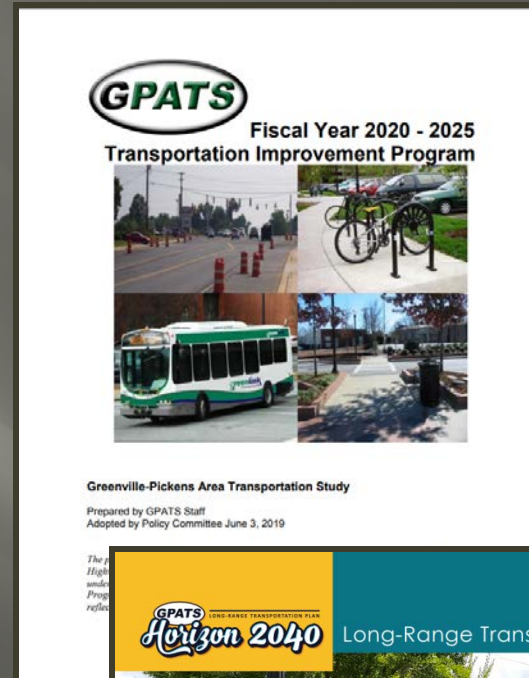


Census UZA Designation

- ▣ 2020 Census, awaiting results/redesignation
- ▣ Late 2021-Early 2022, new Urbanized Areas (UZA) expected
- ▣ Required by Federal Highways Administration, all UZAs must be within an MPO
- ▣ Unknown potential for expansion, contraction, and agglomeration.
- ▣ Typically GPATS required 1-2 years to negotiate new boundary, include new jurisdictions, and update documents.

GPATS Planning Documents

- Federally required plans:
 - Long Range Transportation Plan
 - 10-year New Plan
 - 5-year Updates
 - Transportation Improvement Plan
 - 2-year Plan
 - Unified Planning Work Program
 - 2-year Plan
 - Others
 - Title VI
 - Congestion Management Plan
 - Transit Project Management Plan
- Other plans:
 - Corridor studies
 - Bicycle/pedestrian plans
 - Transit plans



GPATS Plans

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

- ▣ 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)
- ▣ 5-Year Update of LRTP will be conducted in 2021 in advance of Census Redesignation

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 FY2021-2026 (new next year for FY2023-2028)
- ▣ Covers ALL GPATS, SCDOT, Transit, and Grant/Earmark projects
- ▣ For most, identifies funding year and phases
 - PL – Planning
 - P - 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

FAST ACT PERFORMANCE MEASURES

and target setting

National Goal Areas:

10

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

Targets:

11

- 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 target or create their own

Released Targets:

12

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



2017 – 2021 Safety Targets

13

	Traffic Fatalities	Fatality Rate	Severe Injuries	Severe Injury Rate	Non-Motorized
SC Baseline	1005.8	1.821	2966.6	5.378	413.4
SC Targets	1005	1.76	2950	5.35	440
GPATS Baseline	98.6	1.66	335.4	5.638	51.2

- Baseline Data is from 2015 – 2019
- Fatality rate and severe injury rates are based on the traffic fatalities or severe injuries per 100 million vehicle miles traveled

Transit Safety Targets

14

Transit Agency	Mode of Transit Service	Fatalities	Fatality Rate	Severe Injuries	Severe Injury Rate	Safety Events	Safety Event Rate	System Reliability
CATbus	Fixed Route	0	0.00	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	14	1.5	23	2.40	15,841
	Demand Response/ Paratransit	0	0.00	0	0.46	1	0.91	55,013

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

Transit Asset Management

15

2020 Targets: CAT

Asset Category	Class	Measure	2020 Target
Rolling Stock	Articulated Buses	% of revenue vehicles that have met or exceeded their ULB	60%
	Buses	% of revenue vehicles that have met or exceeded their ULB	90%
	Van	% of revenue vehicles that have met or exceeded their ULB	10%
Equipment	Non Revenue/Service Vehicles	% of vehicles that have met or exceeded their ULB	70%
	Trucks/Other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	40%
	GPS Units	% of asset class that has met or exceeded their ULB	5%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	10%

Transit Asset Management

16

2020 Targets: Greenlink

Asset Category	Class	Measure	2020 Target
Rolling Stock	Buses	% of revenue vehicles that have met or exceeded their ULB	20%
	Trolley Buses	% of revenue vehicles that have met or exceeded their ULB	0%
	Cutaway Buses	% of revenue vehicles that have met or exceeded their ULB	25%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	0%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	0%
	Car	% of vehicles that have met or exceeded their ULB	0%
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	0%

Infrastructure Condition:

17

Infrastructure Condition Baseline & Targets			
	Pavement (Interstate)	Pavement (Non- Interstate NHS)	Bridges
SC Baseline	61.4% Good 1.7% Poor	10% Good 2.6% Poor	41.6% Good 4.2% Poor
SC 2-Year Targets	N/A	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 4-Year Targets	71% Good 3% Poor	21.1% Good 4.6% Poor	42.7% Good 6% Poor
GPATS Baseline	68.67% Good 0.36% Poor	2.98% Good 28.75% Poor	95.9% Good 4.1% Poor

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

System & Freight Reliability:

18

System & Freight Reliability Baseline & Targets			
	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability (TTTR)
SC Baseline	94.8%	89.8%	1.34
SC 2-Year Targets	91%	N/A	1.36
SC 4-Year Targets	90%	81%	1.45
GPATS Baseline	89%	92%	1.58

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:

19

- LRTPs and TIPs have to include performance measure information
 - ▣ What are the targets?
 - ▣ Did we hit our targets?
 - ▣ Why or why not?
- Full performance reports published in the LRTP and follow the LRTP timeline unless otherwise stated
 - ▣ Safety is reported annually

Woodruff Road (SC-146) at Garlington and Miller

Project Information

DESCRIPTION

- Improvements at the intersection of Woodruff Road and Garlington Road

PURPOSE

- Address congestion at the intersection
- Address safety concerns at the intersection

NEED

- Growth and development in the area have generated significant congestion along Woodruff Road, including at the intersection in question
- Traffic and congestion at the intersection in question have created safety concerns that need to be addressed

STATUS

- Under Construction
- Project to be completed with the I-85/I-385 Gateway Project

TARGETS IMPACTED (CLICK HERE FOR FURTHER EXPLANATION)

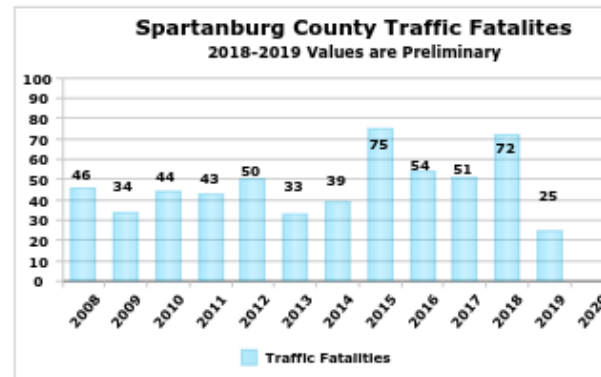
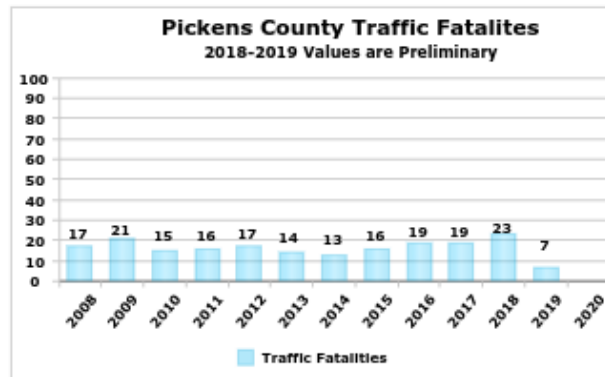
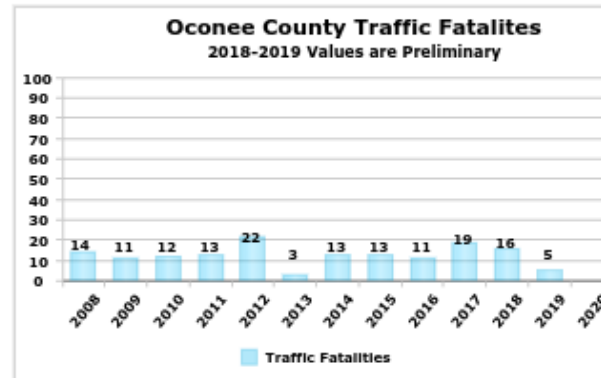
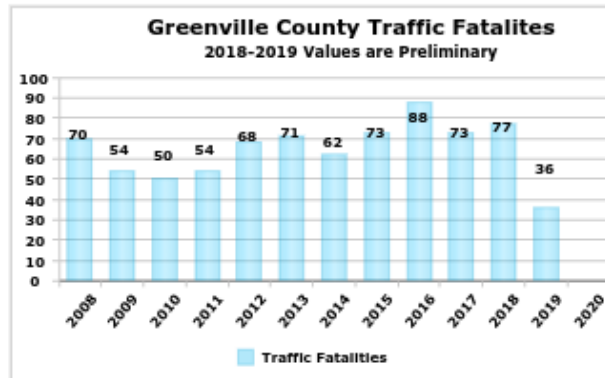
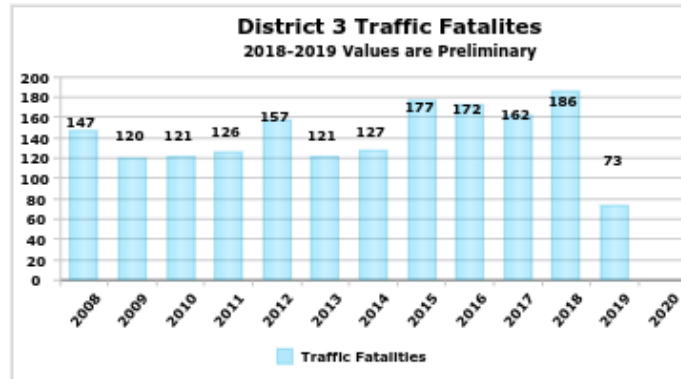


Funding Source	Funding Amount	% Total
Guideshare	\$1,781,000	100%

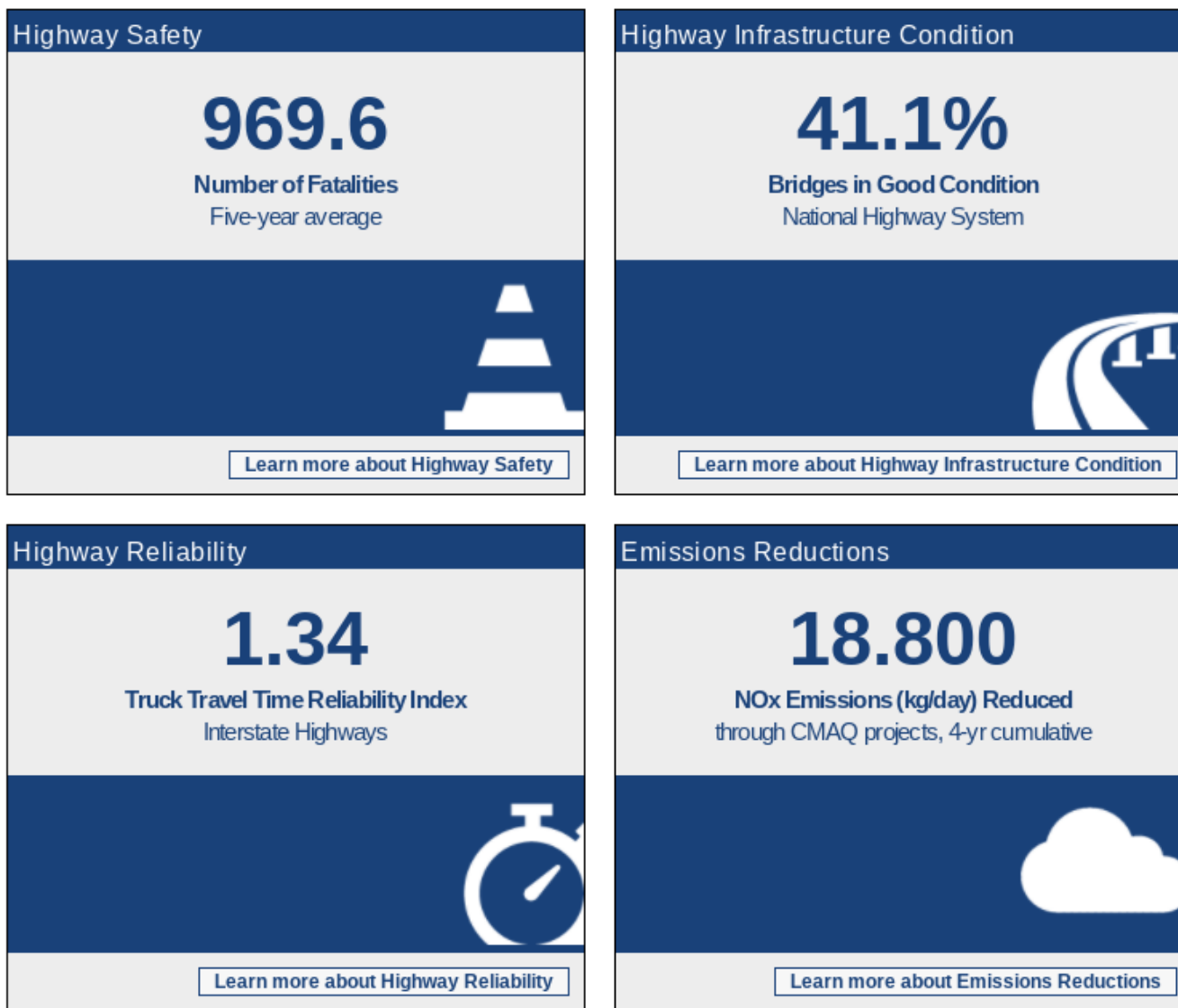
Total	\$1,781,000	100%
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Phase	Funding Amount	% Total
Preliminary	\$1,781,000	100%

SCDOT Performance Dashboard



FHWA Performance Dashboard



Why? Justification...

23

- Justification of our funding strategy in the LRTP and TIP
 - ▣ Justification of focusing on one goal over others
 - ▣ Explanation of necessary trade-offs

- Ability to track if a strategy is working and to change targets when it is not.

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 2040 LRTP Outlines the Prioritization

TOUR OF THE GPATS WEBSITE

February 17, 2021

9am – 11am

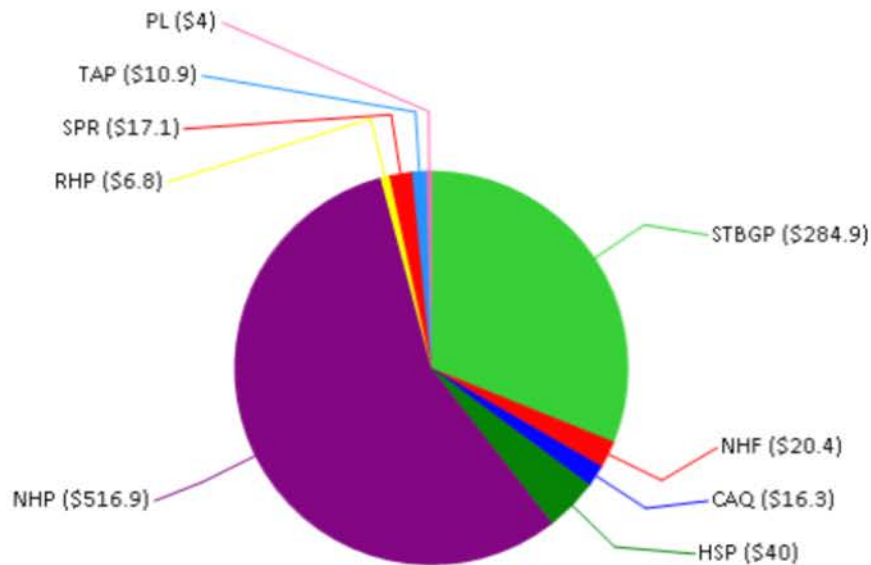
GPATS PROGRAMS AND FUNDING SOURCES

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How is GPATS funded?

**Federal Highway Budget
(Year 2017)**

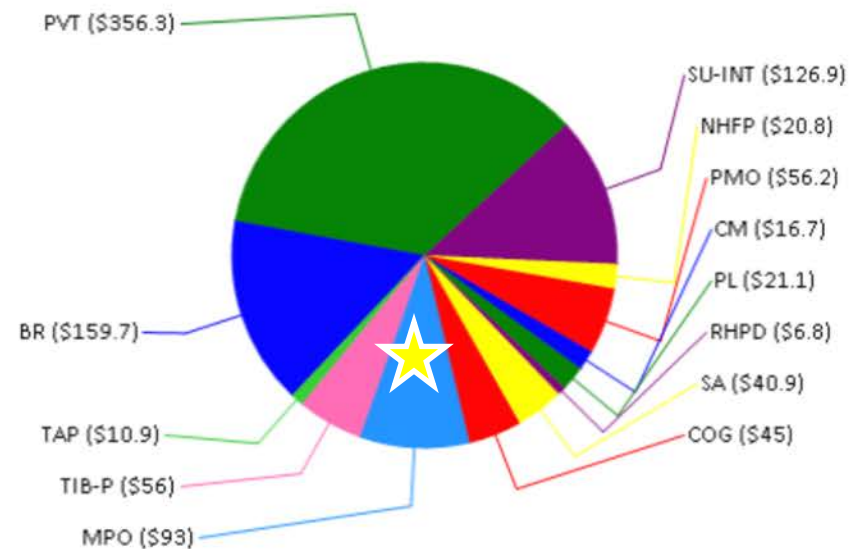


Total Amount is \$917.2 Million

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

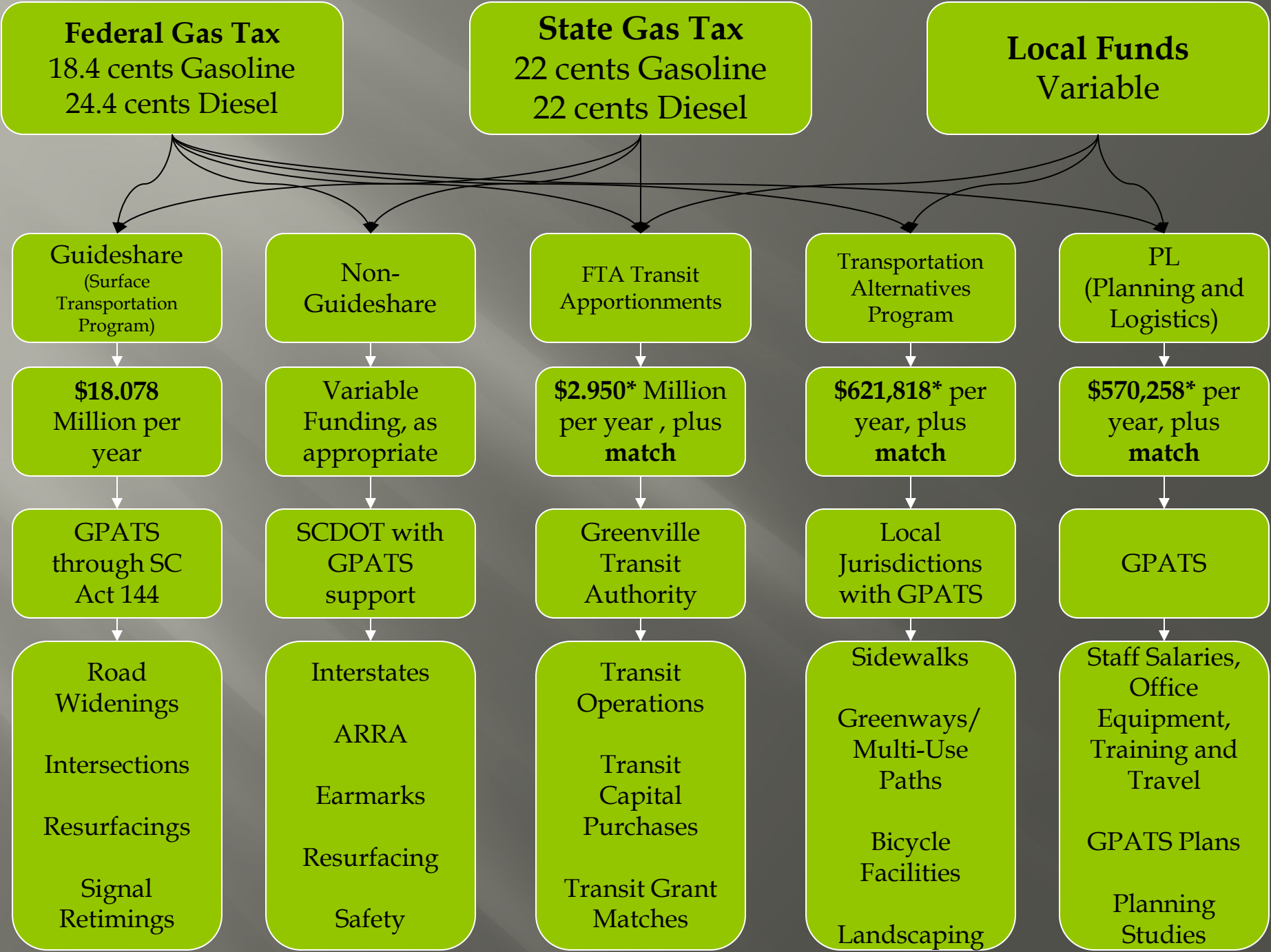
***Latest Federally Approved Data (Includes Revision 5)**

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



Total Amount is \$1010.3 Million

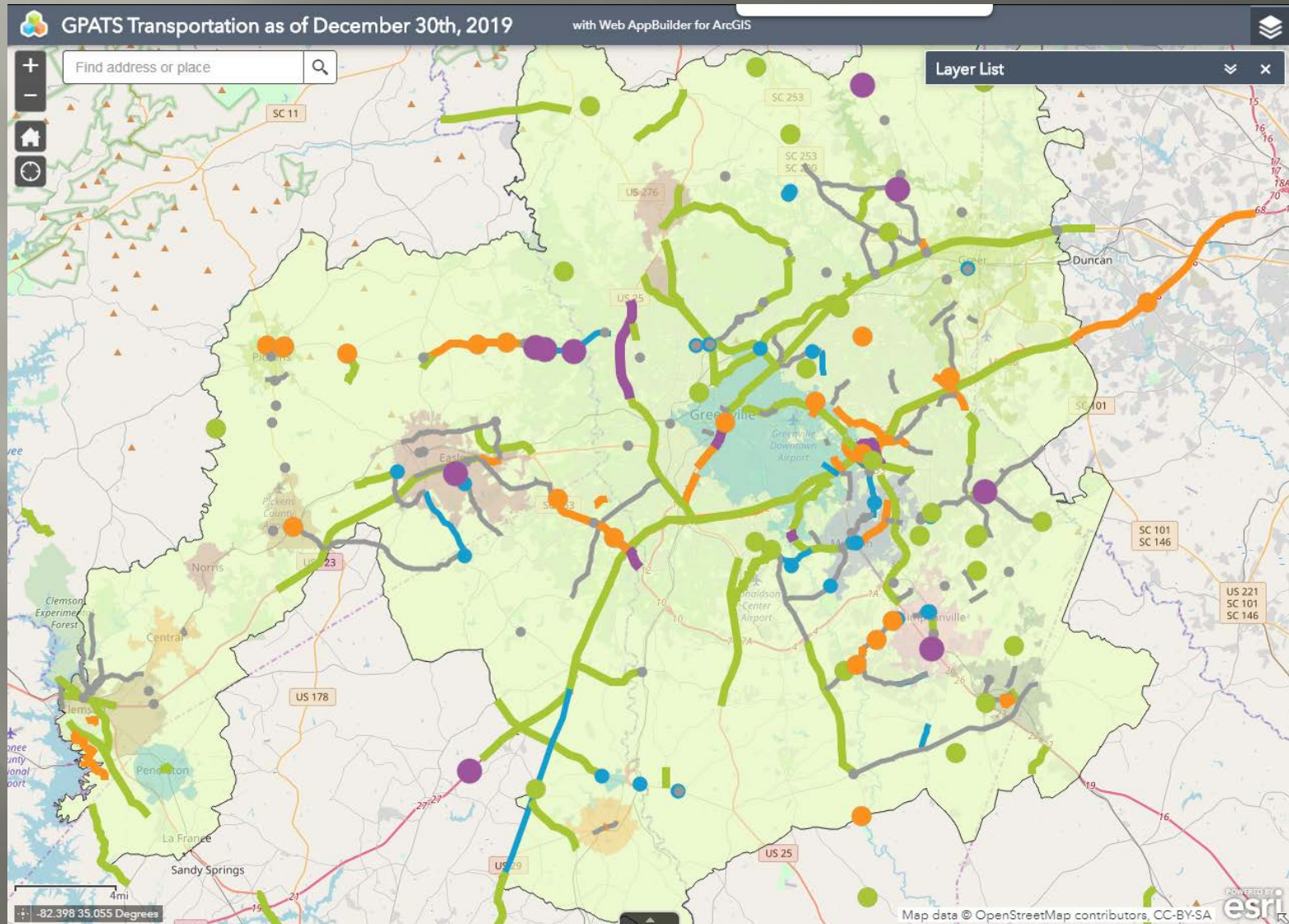
***Latest Federally Approved Data (Includes Revision 5)**



Guideshare

- ▣ “Surface Transportation Block Group” Program, or STBG
- ▣ Identified, Planned, Prioritized by GPATS
- ▣ \$18.078 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

Guideshare



Non-Guideshare

- ▣ 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 slight shadow underneath, set against a white background.

**Fatality Rate
in the
Nation**

A photograph of a paved road with significant cracking and potholes, with a line of trees in the background.

80% of our pavements
need repairs

\$11 Billion problem

A photograph of a bridge with a wooden deck and metal truss supports, showing signs of wear and structural issues.

750

**Structurally Deficient
Bridges in our inventory**



PAST DUE
Widening Projects

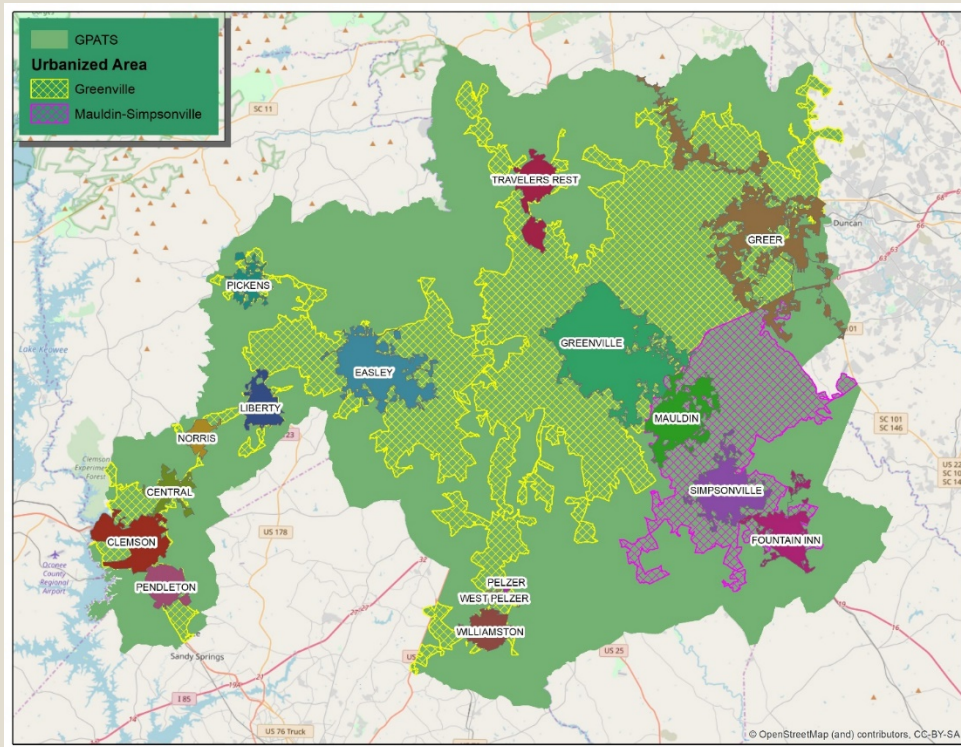
Current Dashboard of our Transportation System

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

5310 – TRANSPORTATION PROVIDERS

- These funds are used to provide more services to people who are elderly and disabled while provide access to fixed route services.
 - Applicants are evaluated by the Transit Coordination Committee (TCC).

5310 Funds Available & Left Over 01

Average Allocation \$370,828.98					Available	\$1,854,144.90	\$360,053.00	\$356,403.43	\$349,469.47	\$386,013.00	\$402,206.00
					Left Over	\$981,982.90	\$0.00	\$0.00	\$193,763.90	\$386,013.00	\$402,206.00
	Applicant	Award Name	Application Year	Total	Local	Federal	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
1	Turning Point of SC	5310 Turning Point of SC (7315-2017-1-GPATS)	2016	\$130,855.00	\$38,863.00	\$91,992.00	\$91,922.00				
2	Senior Solution	5310 Senior Solutions (2017-7315-02)	2016	\$312,000.00	\$88,770.00	\$223,230.00	\$223,230.00				
3	Turning Point of SC	5310 Turning Point of SC (7315-2018-2-GPATS)	2016	\$106,885.00	\$35,360.00	\$71,525.00	\$44,901.00	\$26,624.00			
4	Turning Point of SC	5310 Turning Point of SC (7315-2018-4-GPATS)	2016	\$108,721.00	\$35,978.00	\$72,743.00		\$72,743.00			
5	Turning Point of SC	5310 Turning Point of SC (7315-2019-1-GPATS)	2018	\$150,310.00	\$44,492.00	\$105,818.00		\$105,818.00			
6	Senior Solution	5310 Senior Solutions (7315-2019-2-GPATS)	2018	\$445,155.00	\$138,231.00	\$306,924.00		\$151,218.43	\$155,705.57		
7				\$0.00							
8				\$0.00							
9				\$0.00							
10				\$0.00							
11				\$0.00							
12				\$0.00							
13				\$0.00							
14				\$0.00							
15				\$0.00							
16				\$0.00							
17				\$0.00							
18				\$0.00							
19				\$0.00							
20				\$0.00							
21				\$0.00							
22				\$0.00							
23				\$0.00							
24				\$0.00							
25				\$0.00							
26				\$0.00							

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

Capital Expenditures 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

Operational Expenditures 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



QUESTIONS?

TRANSPORTATION ALTERNATIVES (TA) PROGRAM

WHAT IS IT?

- Competitive grant program created to help expand transportation alternatives
- Call for projects announced once a year
- Applications are ranked and funds are awarded by the GPATS Policy Committee

WHAT ACTIVITIES ARE ELIGIBLE?

- Pedestrian and bicycle facilities
- Streetscape improvements installed along with pedestrian and bicycle facilities.
- Safe Route to School projects



WHO CAN APPLY?

- Local Governments
- Regional Transportation Authorities
- Natural Resource and Public Lands Agencies
- School Districts, Local Education Agencies, or Schools
- Tribal Governments
- Other Local or Regional Governmental Entities with Transportation Oversight Responsibilities

TA PROGRAM DETAILS

- GPATS receives an allocation of approximately \$656,199 a year
- Funds have a four year life cycle
 - Typically 3 years left when approved by SCDOT

RECENTLY COMPLETED PROJECTS

- Ragsdale Road Sidewalk Project – Anderson County School District 1/ County of Anderson
 - \$200,000 awarded to Anderson School District 1 in 2013
 - \$320,000 awarded to County of Anderson for Phase 2 in 2017
- Final inspection remaining



RECENTLY COMPLETED PROJECTS

- Minor Street Sidewalk Project – Town of Williamston
 - Awarded \$200,000 in 2015



TYPICAL TA CYCLE

- **January**
 - Funding allocation announced
 - GPATS call for projects
- **March**
 - Applications are due
 - In house staff ranking process begins
- **April**
 - Application review by Bike and Pedestrian Coordinating Committee
 - Application review and recommendation by GPATS Study Team
- **May**
 - Application review and vote by GPATS Policy Committee
 - Winning projects are programmed into the GPATS TIP
- **August**
 - Full formal applications due to SCDOT TA Office
- **September**
 - SCDOT Approval

WHAT TO EXPECT

- No call for projects has been made this year
- Expected to receive allocation of \$656,199, like previous fiscal years
 - Unsure when it will be available for use
- Once funding is available, it will be awarded to existing projects as needed, up to awarded amount, to insure completion
- If there is funding remaining, GPATS will make a call for applications later this year

PL Funds

- ▣ Unified Planning Work Program (UPWP) allocation
- ▣ \$869,598 allocation in FY2021
 - 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 – typically ~\$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.

Special Studies



[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
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

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

February 17, 2021

9am – 11am

Policy Committee

- ▣ 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

- ▣ Meets Four times per Year
 - In 2022: Feb 22, May 17, Aug 16, Oct 18
 - Agenda Packets mailed/emailed one week in advance
 - Formal document changes (LRTP, TIP, UPWP, etc.) require 21-day Advertising prior to meeting
- ▣ Officers:
 - Chair: Councilman Butch Kirven, Greenville County
 - Vice-Chair: Senator Rex Rice, Pickens County
 - Term of Office: 2 years (next election in Feb 2021)
 - Secretary/Executive Director: Keith Brockington
- ▣ Quorum: A majority of Voting Members (15)

Policy Committee



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

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

GREENVILLE COUNTY LEGISLATIVE DELEGATION

Karl B. Allen, *Senator, District 7*
Mike Burns, *Representative, District 17*
Dwight A. Loftis, *Senator, District 6*
Garry Smith, *Representative, District 27*
Ross Turner, *Senator, District 8*

PICKENS COUNTY LEGISLATIVE DELEGATION

Neal Collins, *Representative, District 5*
Rex Rice, *Senator, District 2 ~ Vice Chairman*

ANDERSON COUNTY LEGISLATIVE DELEGATION

Richard Cash, *Senator, District 3*

ANDERSON COUNTY COUNCIL

Jimmy Davis, *District 6*

GREENVILLE COUNTY COUNCIL

Butch Kirven, *District 27, Chairman*
Willis Meadows, *District 19*
Xanthene Norris, *District 23*
Liz Seman, *District 24*
Dan Tripp, *District 28*

PICKENS COUNTY COUNCIL

Alex Saitta, *District 3*
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*
Brian Petersen, *City of Liberty*
Blake Sanders, *City of West Pelzer*
Paul Shewmaker, *City of Simpsonville*
Knox White, *City of Greenville*
Butch Womack, *City of Easley*

SCDOT COMMISSION

Pamela Christopher, *District 3*
Woody Willard, *District 4*

GREENVILLE TRANSIT AUTHORITY

Dick O'Neill, *Chair, Greenville Transit Authority Board of Directors*

NON-VOTING MEMBERS

Keith Brockington, *Manager of Transportation Planning, GPATS/Greenville County Planning Department*
Bill Cato, *Chair, Pickens County Planning Commission*
David Cothran, *Chair, Anderson County Planning Commission*
Duane Greene, *Chair, Pickens County Transportation Committee*
Steve Bichel, *Chair, Greenville County Planning Commission*
Ruth Sherlock, *Chair, Greenville County Transportation Committee*
Ronald P. Townsend, *Chair, Anderson County Transportation Committee*

Study Team

- ▣ 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

- ▣ 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 weeks prior to PC meetings
 - In 2021: Jan 25, Apr 26, July 26, Sept 27.
 - Agenda Packets emailed in advance

Staff and Management

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

Regional Coordination

- ▣ 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

February 17, 2021

9am – 11am

Abbreviated Process

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

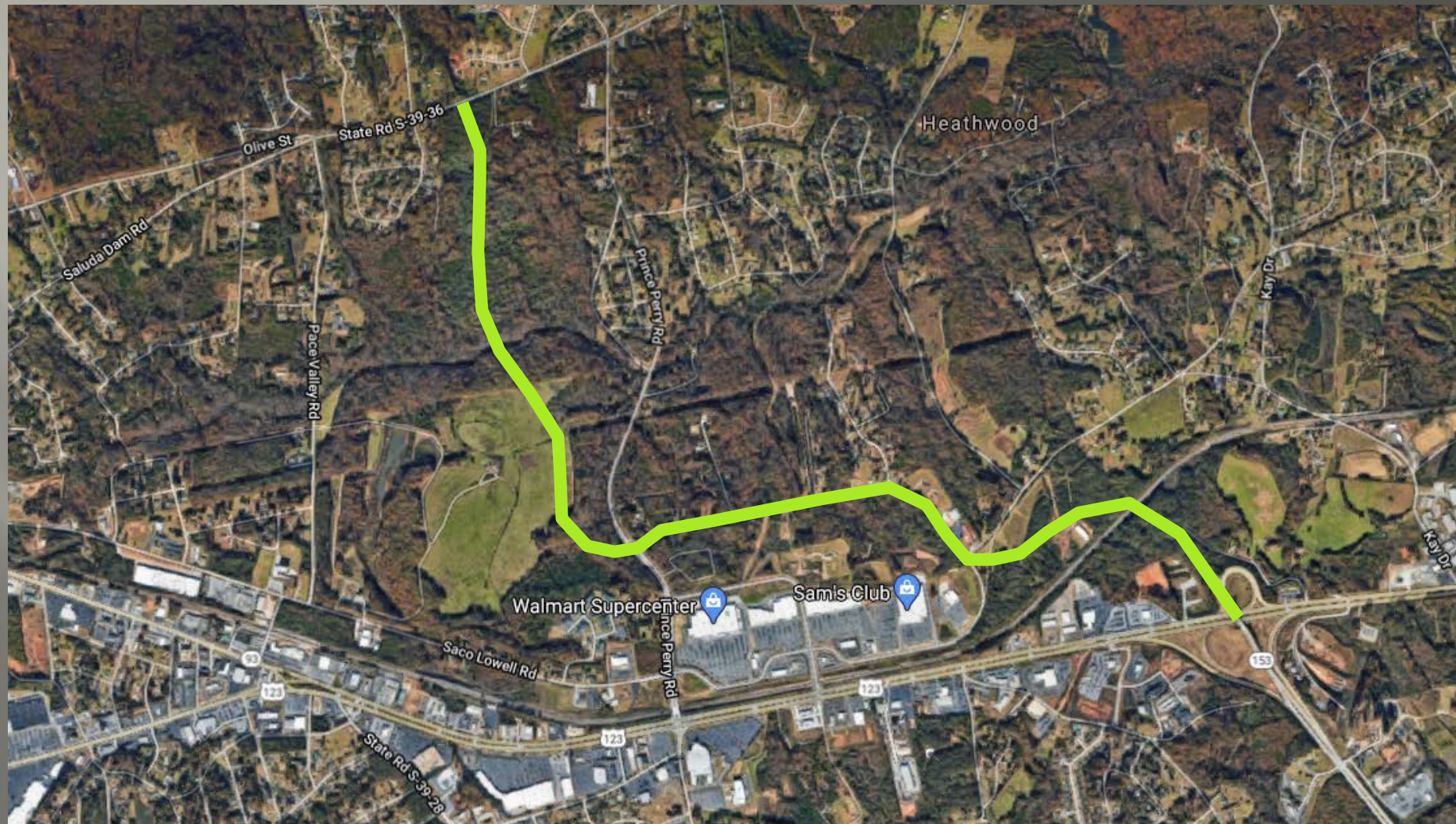
Expanded Process

- ▣ 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

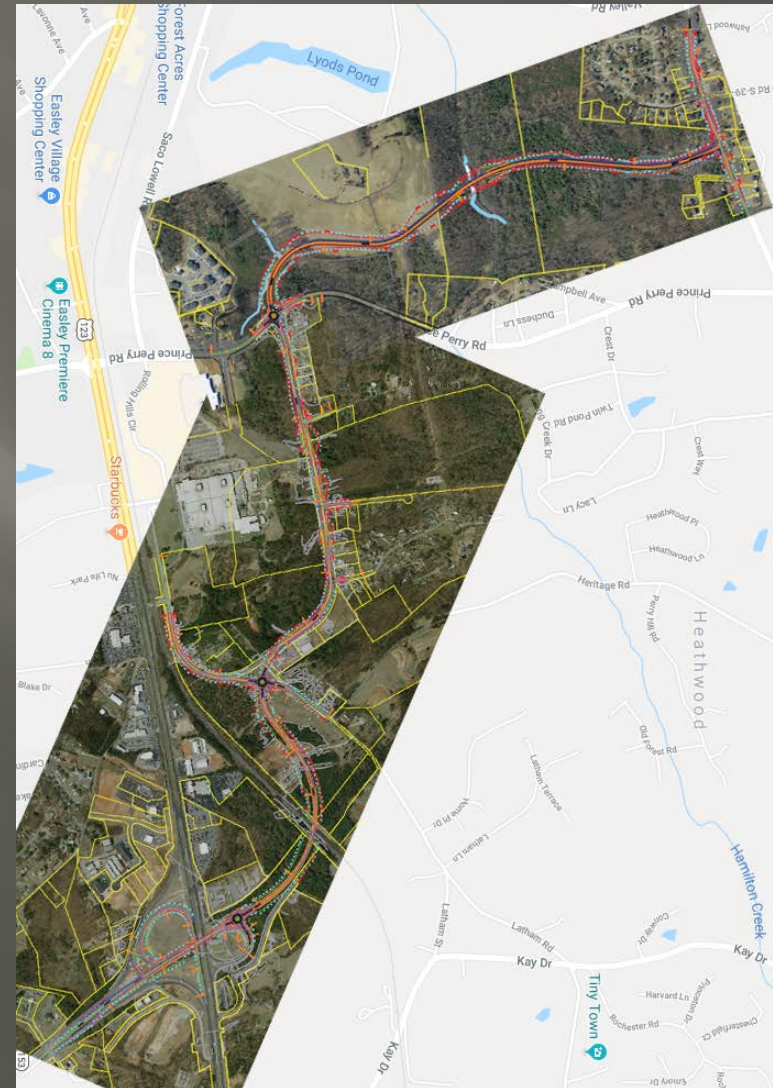
- Planning/Feasibility Reports (NEW)
 - Cost taken from PE phase to do 20-30% plans
 - Determine accurate Scope, Cost, and Timeframe for projects
 - Allows MPOs to evaluate project and potentially reject project if too expensive or does not serve the “Purpose and Need”
 - Previously, if project was canceled 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

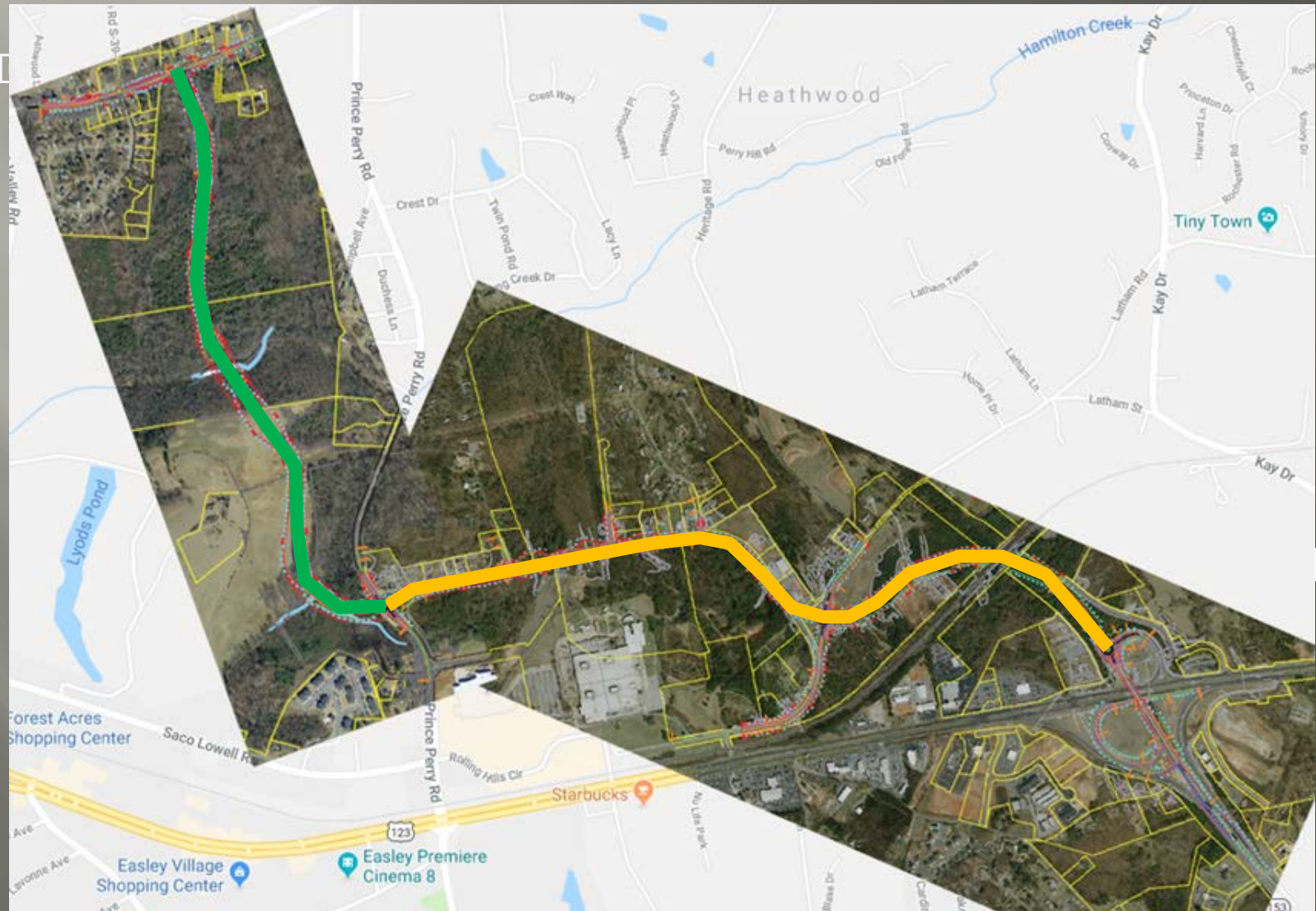
- ▣ Approx. 2.7 miles long
- ▣ 2 lane section, center turn lane, multi-use path
- ▣ Includes three new roundabout intersections
- ▣ Continuing SC-153 from US-123 to Saluda Dam Rd./Olive St.



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

■ 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

LRTP Document

GPATS

Georgetown Planning and
Transportation Services

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 Verdade 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	E. Standing Springs to Rocky Creek Rd.	LT lanes N. Moore, Barker, Calgary	Left turn lanes at major intersections
Low	Pickens	SC 153 Ext	Prince Perry to Saluda Dam	New 2 lane Primary	
Low	Greenville	Yellow Bluff Drive	SC 14 to I-385 Frontage	3 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.	McCandless 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 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.**

Lessons Learned



Lessons Learned

GUIDESHARE PROJECTS CONTINUED									
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP				
					FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.									
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R	3,250 C 1,000 C	4,500 C				
P030553	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P		1,000 R		4,500 C	10,000 C	
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
P028743		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	2,900 P	2,000 P		8,750 R ****28,350 R-AC	9,450 R	9,450 R	9,450
P028744 / P037434		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD (INTERSECTION IMPROVEMENTS, TURNING LANES)	500 P 1,000 R	3,800 C					
P039274		GARLINGTON ROAD FROM SC-146 TO ROPER MOUNTAIN ROAD (SCOPE TBD)				300 PL		TBD	TBD
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)				500 PL		TBD	TBD
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)				500 PL		TBD	TBD
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)							40
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)							60
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates									
37689RD01		WOODRUFF RD-I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P						

Lessons Learned



Garlington Road

- Phase 1: Woodruff to Roper Mtn
 - Ranked #1
 - Planned Cost: \$8.55 million
- Phase 2: Roper Mtn to Pelham
 - Ranked #48
 - Planned Cost: \$4.78 million



Q&A | Discussion

Thank you for your Attendance today!

www.gpats.org

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