

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**October 17, 2022**  
**10:00 a.m.**

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

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|----------------|--|--|
|                | <b>1. CALL TO ORDER / WELCOME AND INTRODUCTIONS</b>                    | <i>Chairman<br/>Senator Rex Rice</i>                                       |
| <b>action:</b> | <b>2. APPROVAL OF THE MAY 16 AND AUGUST 15, 2022 COMMITTEE MINUTES</b> | <i>Attachment 1<br/>Chairman<br/>Senator Rex Rice</i>                      |
|                | <b>3. PUBLIC COMMENT</b>   | <i>Chairman<br/>Senator Rex Rice</i>                                       |
|                | <b>4. SCDOT PROJECT STATUS UPDATE</b>                                  | <i>Attachment 2<br/>Casey Lucas<br/>SCDOT Assistant Project Manager</i>    |
| <b>action:</b> | <b>5. PERFORMANCE MEASURES UPDATE</b>                                  | <i>Attachment 3</i>  |
| <b>action:</b> | - LRTP AMENDMENT   | <i>Anna Stewart</i>  |
|                | - TIP DOCUMENT AMENDMENT   | <i>GPATS Transportation Planner</i>  |
| <b>action:</b> | <b>6. TRANSPORTATION ALTERNATIVES PROGRAM SPECIAL ALLOCATIONS</b>      | <i>Attachment 4<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
| <b>action:</b> | <b>7. TRANSIT SECTION 5310 APPLICATIONS</b>                            | <i>Attachment 5<br/>Asangwua Ikein<br/>GPATS Transit Planner</i>           |
| <b>action:</b> | <b>8. GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028, AC#1</b>   | <i>Attachment 6<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
|                | <b>9. GPATS HORIZON2045 LONG-RANGE TRANSPORTATION PLAN UPDATE</b>      | <i>Attachment 7<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
| <b>action:</b> | <b>10. GPATS 2023 MEETING SCHEDULE</b>                                 | <i>Attachment 8<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
|                | <b>11. NEW BUSINESS</b>  |  |
|                | - Called Study Team Meeting for 10/24 and Policy Committee for 11/14   | <i>Attachment 9</i>  |
|                | - Outgoing Policy Committee Member Recognition                         | <i>Attachment 10</i>   |
|                | <b>12. ADJOURN</b>   |  |

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

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

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

**CALL TO ORDER/WELCOME**

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

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

**APPROVAL OF THE MARCH 7, 2022 POLICY COMMITTEE MEETING MINUTES**

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

**PUBLIC COMMENT**

There were no individuals signed up for public comment.

**SCDOT GPATS PROJECT STATUS UPDATE:**

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

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

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

Ms. Hailey made herself available for any questions.

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

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

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

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

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

**GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028:**

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

Major changes made:

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

Mr. Brockington made himself available for questions.

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

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

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

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

**UNIFIED PLANNING WORK PROGRAM FY2023 AMENDMENT:**

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

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

Mr. Brockington made himself available for questions.

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

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

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

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

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

### **TITLE VI PROGRAM UPDATE:**

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

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

Mr. Ikein made himself available for questions.

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

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

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

### **SCDOT REGIONAL MOBILITY PROGRAM PRESENTATION:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **NEW BUSINESS:**

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

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

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

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

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

### **ADJOURNMENT**

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

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Submitted by Recording Secretary

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**August 15, 2022**  
**10:00 a.m.**  
**Suite 400 – County Square**  
**Remote participation by Committee members**

**MEMBERS PRESENT:** Senator Loftis, Representative Burns, Representative Collins, Representative Cox, Representative Smith, Council Chair Meadows, Councilor Saitta, Councilor Seman, Commissioner Christopher, Commissioner Metcalf, GTA Chair Smith, Mayor Danner, Mayor McLeer, Mayor Merritt, Mayor Perry, Mayor Sanders, Mayor White, Mayor Womack, and Keith Brockington

**OTHERS PRESENT:** H. Gamble, A. Stewart, A. Ikein, E. Hailey, A. Bodner L. Mehserle, T. Holcombe, M. DiPietro, S. Jackson, P. Butler, T. Coker, S. Limbaker, G. Sprague, P. Phillips, E. Dillon, J. Chandler, and IS Staff

**CALL TO ORDER/WELCOME**

Acting Chairman Representative Smith called the meeting to order at 10:02 a.m. and welcomed everyone in attendance.

He welcomed Max Metcalf, SCDOT Commissioner for the Fourth Congressional District to GPATS Policy Committee.

**PUBLIC COMMENT**

Ms. Joel Ann Chandler spoke about the condition of the bridge over I-385 on Bridges Road. The bridge is in poor condition and leads to a school.

She also spoke about a U-Turn Yield to Right Turn sign at the intersection of Bridges Road and Butler Road. She believes this sign is unsafe for the area and will cause crashes.

**SCDOT GPATS PROJECT STATUS UPDATE:**

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

- Upcoming Projects
  - Town of Central Connector is a Transportation Alternatives (TA) Project. SCDOT received the executed financial participation agreement (FPA) from the Town of Central. Design will begin soon.
- Projects in Design
  - Woodruff Road Congestion Relief (WRCR) Project preliminary right-of-way plans have been received and are being reviewed by the SCDOT

- design team. Right-of-way obligation is anticipated to begin in December 2022.
- S-107 Butler Road Project preliminary right-of-way plans are in review. Right-of-way obligation is scheduled to occur in fall 2022.
  - Riverside Middle School Sidewalk and Fountain Inn Woodside Connector Projects have completed design. The municipalities are interested in applying for more funding in order to move these projects under construction.
  - Fountain Inn Woodside Streetscape Project was let in May 2022. No acceptable bids were received. Scope revisions will be forthcoming.
  - Guideshare Projects in construction in the GPATS area are as follows:
    - S-164 Batesville Road Widening Project has an anticipated completion of October 2022. The completion date was delayed due to traffic signal supply shortages.
    - SC-146 Woodruff Road Widening Project has an anticipated completion date of September 2022.
      - Concrete work for curb and gutter, sidewalks, and driveways is ongoing.
      - The contractor is placing and leveling asphalt along Woodruff Road and Scuffletown Road.
    - Roper Mtn Road (RMR)/Roper Mtn Road Extension (RMRE) anticipated completion date is May 2023.
      - Contractor paved left of the centerline and shifted traffic to prepare to start work on Phase I of the new bridge.
      - Drainage pipe installation continues on RMR.
  - Non-Guideshare Bridge Replacement projects were as follows:
    - S-75 Cherokee Road over US 29 anticipated completion date is June 2024. Preparations for the mechanically stabilized earth (MSE) wall have begun. Buildup for roundabout, storm drain installation, clearing and grubbing, and the contract water line relocation are all currently underway.
    - S-140 over Shoal Creek and S-250 over Doddies Creek are anticipated to be completed in June 2023. Both bridges are currently closed with new alignments being installed.

Ms. Hailey made herself available for any questions.

Acting Chairman Smith asked about the West Georgia Rd (S-272) Improvements Project right-of-way obligation being shifted to May 2022 and if there were any updates on the project.

Ms. Hailey responded the budget for this project stalled when the right-of-way estimate was received due to financial constraints. Scope revisions will be forthcoming to accommodate the budget.

## **SAFE STREETS FOR ALL (SS4A) GRANT OPPORTUNITY**

Asangwua Ikein addressed the members with a presentation on the Safe Streets and Roads for All (SS4A) Grant included in the agenda packets:

Mr. Ikein advised this Federal Discretionary Grant is to protect vulnerable roadway users. The grant has a five-year horizon and can be coupled with other projects, or used as a job training program. A 20% local match must be provided, and federal funding cannot be used as a local match. Action Plan and Implementation Plan are the two types of grants applicants can apply for. Applicants cannot apply for both. The due date for this grant is September 15, 2022 at 5pm EDT. This grant is ongoing, and there will be an opportunity to apply in the coming years.

Mr. Ikein explained when applying for an Action Grant, an elected body must commit and set policies towards meeting the grant obligations. Also, there must be a committee monitoring the process of the grant.

Mr. Ikein defined arterials and collectors as the most dangerous types of roads. They make up approximately 18% of total roadways in the GPATS region, while accounting for approximately 70% of all traffic incidents.

According to Smart Growth America, the Greenville-Anderson-Mauldin Metro Area is ranked as the 17<sup>th</sup> most dangerous area to walk in the country. The area continues to become more dangerous for people walking. South Carolina is the third most dangerous state in the country. As vehicles increase in size, injuries sustained from crashes become more serious. He explained this grant is designed to promote strategies that will improve safety over a wide geographic area.

Mr. Ikein discussed the elements of the Complete Streets Design Model. These elements are as follows:

- Safety
- Connectivity
- Accessibility
- Equity Performance
- Research and Guidance
- Funding for Infrastructure Investments
- Context-Sensitive Design and Design Flexibility

Mr. Ikein explained separate Action Plan Grant applications for similar jurisdiction areas are permitted. However, duplicative Action Plan Grant requests will be flagged during the application review process. Joint applications are encouraged, but not required.

Mr. Ikein made himself available for any questions.

Mayor White, with the City of Greenville, asked for clarification on the maximum amount of funds that can be applied for.

Mr. Ikein replied the maximum amount for an Action Plan Grant is \$5 million and the maximum amount for an Implementation Plan Grant is \$50 million.

Mayor White asked if a project has to remain in one place or if it could be more systemic.

Mr. Ikein replied projects can be stationary or systemic in order to apply for funding. Applicants are encouraged to create a list of projects to be completed. The only constraint will be the amount of funds available.

Mayor Merritt, with the City of Mauldin, asked for clarification about the report on US 25 White Horse Road which was presented at the March Policy Committee Meeting. The report covered pedestrian deaths when crossing the road. He asked if there was data showing where in the road pedestrians were crossing when they were hit.

Mr. Ikein replied there was data available and he would follow up with the specifics.

Mayor Merritt asked if South Carolina State Law still stated drivers must stop before turning right at a red light.

Representative Smith said he believes this law is still active.

Keith Brockington said at a slip lane drivers do not have to stop, because it is a yield. Slip lanes are currently being phased out due to a number of accidents caused by them.

Mayor Merritt recommended an education training program so the public can better understand the rules of the road.

Senator Loftis, with Greenville County Legislative Delegation, remarked some individuals do not know how to navigate roundabouts. He asked for clarification on roundabout safety data.

Mr. Brockington responded generally roundabouts improve safety. Roundabouts have approximately a 70% reduction in crashes resulting in injury, and a 100% reduction in crashes resulting in fatality.

Senator Loftis asked if an application has to be cumulative if GPATS, City of Greenville, and City of Greer applied for the grant.

Mr. Ikein responded if multiple cities in the same MPO are applying, the federal government prefers for one application to be submitted through the MPO.

Pamela Christopher, SCDOT Commissioner for the Third Congressional District, asked who reviews the applications that are submitted.

Mr. Ikein responded the MPO makes the application. The MPO then coordinates with local entities to make sure the application is satisfactory. The federal government reviews and evaluates the applications.

Mayor McLeer, with the City of Fountain Inn, remarked more conversation is needed so the region will get the most impact from these grants.

Mr. Ikein remarked if only one municipality in the region wishes to apply, it may not be necessary to go through the MPO. However, if multiple municipalities wish to apply it is best to go through the MPO.

Max Metcalf, SCDOT Commissioner for the Fourth Congressional District, asked if there needs to be some commonality between the projects the municipalities wish to complete on a joint application through the MPO.

After a brief discussion, Mr. Ikein responded that a conversation would need to happen between municipalities to prioritize common projects when applying.

Mayor Danner, with the City of Greer, remarked the application due date is in less than a month, so municipalities do not have time to apply this year.

Mr. Ikein responded this presentation was for informational purposes and to prepare applicants for next year.

Mayor Danner suggested forming a subcommittee to determine the focus for the grant application.

After a brief discussion, Mr. Ikein suggested a survey could be used to receive public input on how funds should be spent.

#### **GPATS HORIZON2045 LONG-RANGE TRANSPORTATION PLAN STATUS UPDATE**

Keith Brockington addressed members with a status update for the Horizon2045 Long-Range Transportation Plan Update. The presentation was included in the agenda packets:

Mr. Brockington said the Horizon2045 Update will be a bare minimum update. The Travel Model has been updated, but the full update will not occur until later this year, due to the availability of census data. The MetroQuest survey can be found on the GPATS website, and will remain open until August 30<sup>th</sup>. GPATS completed 7 public input meetings in July. In total, 74 people participated in the public engagement sessions.

Mr. Brockington encouraged everyone to share the MetroQuest survey. There have been 237 responses to the survey thus far. Overall trends show that the Safety and Security category is ranking first most often. The Economic Vitality category is ranking

last. Responses also indicate most improvements are needed along roadways. More in depth analysis on the data will be forthcoming.

Mr. Brockington advised GPATS staff are in the process of analyzing and ranking projects. Development of the Draft Plan will begin soon. GPATS staff anticipates presenting the Draft Plan to stakeholders before the Study Team meeting in September. Adoption of the Plan is anticipated for the September Study Team meeting and the October Policy Committee meeting. He advised GPATS is required to adopt this plan before the end of 2022.

Mr. Brockington encouraged members to share the MetroQuest survey on social media.

Mr. Brockington made himself available for any questions.

Mayor Merritt encouraged GPATS to schedule public meetings at a different time in the future, so vacations will not hinder attendance.

### **NEW BUSINESS**

Keith Brockington spoke on the GPATS Transportation Alternatives (TA) Program. GPATS is currently accepting Letters of Intent for jurisdictions that wish to apply for TA funding. TA Program funds are dedicated towards bicycle and pedestrian projects. SCDOT is in the process of reevaluating the TA Program. Thus, applications are not being accepted at this time. GPATS has approximately \$1.3 million in TA funding, and only one Letter of Intent has been received thus far.

Mr. Brockington advised any GPATS jurisdiction that is interested in applying for TA Program funding should submit a Letter of Intent to Anna Stewart by August 31<sup>st</sup>, 2022. The Letter of Intent should include details about the project and the funding requested.

Mr. Brockington spoke on the Federal Transit Administration (FTA) Section 5310 Grant Final Call for Projects. GPATS has approximately \$400,000 that will lapse by the end of September. GPATS is making a final call for projects to avoid a lapse of funds.

Anyone who is interested in applying should contact Asangwua Ikein.

### **ADJOURNMENT**

**MOTION:** Without objection Acting Chairman Representative Smith adjourned the meeting at 11:07 a.m.

---

Submitted by Recording Secretary

### GPATS PROJECT STATUS REPORT

		 PROJECT SCOPE	 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES	
GPATS TIP/ Guideshare	S-164 Batesville Rd Widening	0037686	Widen 2.2 miles of S-164 Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road. Design by Vaughn & Melton Consulting Engineers.	In Construction Est. Completion: 10/2022	Project Let 3/2019. Awarded to Eagle Construction, contract amount \$16.6M. Bridge construction over Rocky Creek is complete.	Roadway complete. Waiting on traffic signal equipment delivery. Expected October 2022.
	SC 146 Woodruff Rd widening	0039660	Greenville County - widen Woodruff Road from Scuffletown Road to Bennetts Bridge Road (SC 296) and improve Scuffletown Road between Woodruff Road and Adams Mill Road	In Construction Est. Completion: 10/2022	Project Let 4/2019. Awarded to Sloan Construction, contract amount \$9.7M. Utility relocation has been slow. A time extension for additional utility delay was approved.	Contractor continues placing built-up/leveling asphalt along Woodruff Rd/Scuffletown Rd. Concrete work repairs for sidewalks. Time extension in process due to concrete availability.
	Roper Mountain Rd.	0041471	Greenville County - Improvements between RMR Ext. and I-85; widen to 5 lanes with curb&gutter, sidewalk, & bike lanes from near RMR Ext. to Blacks Drive, and to 3 lanes for the remainder. Design by HDR.	In Construction Est. Completion: 10/2023	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. Utility Relocation work delaying start of construction work. Duke, GWS, Charter, and PNG are still in various stages of relocating.	Contractor continuing to work on curb and sidewalk work along RMRE as wells as starting curb and gutter along RMR. Contractor expecting to start bridge work over Rocky Creek beginning in October 2022. Based upon utility relocation related delays, estimated completion now 10/2023.
	Roper Mountain Rd. Extension	0041472	Greenville County - Improvements between Pelham Road and Roper Mountain Rd.; 3 lanes with curb & gutter, sidewalk, & bike lanes. Design by HDR.			
	Woodruff Road Congestion Relief	P028743	The purpose is to reduce congestion on Woodruff Road; from Verdea Blvd. to Smith Hines Rd. NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering (ICE).	In NEPA Process Current Let Date: TBD	Fixwoodruffroad.com Public Hearing launched July 7-August 7, 2020. EA completed 4/2020, and FHWA Decision Document received 12/2020. Phase II contract with ICE executed 6/2021.	Preliminary RW plans under review. DFR to be scheduled soon.
	S- 107 Butler Road	P030553	City of Mauldin - Reconstruct existing 3 lane road with curb and gutter, bike lanes and sidewalks for approximately 1.7 miles from Brides Rd. to US 276 Main St.	In PE Current Let Date: 12/2024	Buildingabetterbutler.com PIM held 1/14/21. Additional coordination with City of Mauldin & 2nd PIM held 11/18/2021. Perferred design moving towards ROW plans.	DFR held 8/18/22. Preliminary RW plans being reviewed and revised by consultant ahead of ROW obligation.
	Garlington Road	P039274	Garlington Road (S-564) Corridor improvements from SC 146 to Roper Mountain Road.	In PL	Feasibility study process kicked off 3/3/2022.	
	S-164 Batesville Rd.	P030554	Greenville County - S-164 Batesville Road Phase II, Pelham Rd. to the Parkway. Widen to 3 lanes with curb & gutter, and sidewalks.	on hold Current Let Date: TBD	Due to the uncertainty of the I-85 widening project, the ROW phase was moved to FY 2024, and Road Construction, Bridge Construction, Utility and CE&I Phases, and the let date were moved to FY 2025. When there is a clear path forward, funding will be adjusted accordingly.	
SC 183 & Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a roundabout.	In PE Current let date 12/2023	Project on-hold in 2017 per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183). In FY 2020-2025 TIP this project is removed from being on hold, and ROW is FY 2021. GPATS PC voted to put the project back on hold 10/2019. Project voted to be taked off of hold per May 2022 GPATS PC Meeting.	Project under review to see where in the design process it was beforebeing placed on hold. Next steps, restart public involvement.	
Interstate	I-85 Widening		Greenville County - from SC 153, Exit 40, to near SC 85, Exit 69: widen to 8 lanes.	In Planning	Expected to be a design-build project, tentative construction beginning 2025.	
	I-85 Widening	P027114	A design-build project to widen I-85 from S-57 (Gossette Rd) at Exit 80 to SC 18 Shelby Highway) at Exit 96.	Est. Completion: 8/2021	Awarded to: Blythe/Zachry (\$435,576,907)	

	 <b>PROJECT SCOPE</b>		 <b>CURRENT STATUS</b>	 <b>PAST UPDATE SUMMARY</b>	 <b>UPDATES</b>	
Bridges	S-75 Cherokee Rd. over US 29	0031268	Anderson County - S-75 Cherokee Road over US 29 bridge replacement	In Construction Est. Completion: 6/2024	ROW acquisition is 75% complete. Awarded to Thrift Development Corporation - \$11.2M. Pre-con held 1.20.22.	Bent work and MSE wall for bent 1 under construction. MSE wall for bent 2 near complete. Storm Drain Installation still progressing and pile driving to begin once MSE walls are complete.
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith	In ROW Current Let Date: 05/2024	SCDOT 10 Year Plan Bridge Replacement. Preliminary geotechnical exploration and analysis underway. Alternative analysis study completed. PIM held 8/26/2021.	
	S-140 over Shoal Creek	P037693	S-140 (Hunts Bridge Road) over Shoal Creek Bridge Replacement (Y1 Off-System Bridges)	In Construction Est. Completion: 6/2023	SCDOT 10 Year Plan Bridge Replacement. Let 8/2021. Contract awarded to Clearwater Construction - \$3.3M. Notice to Proceed issued 9/23/21	Bridge closed 4/6/22. Bent1 piles driven.
	S-250 over Doddies Creek	P037696	S-250 (Hester Store Road) over Doddies Creek Bridge Replacement (Y1 Off-System Bridges)	In Construction Est. Completion: 6/2023		Bridge closed 6/20/22. Road re-alignment underway.
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	In PE Current Let Date: 02/2023	LNTF issued 1.19.22 for consultant to begin preliminary work while contract is executed.	Construction plans in design. Project website live <a href="https://churchstbridgerehab.com">https://churchstbridgerehab.com</a> Postcards mailed to surrounding residents.
	S-125 over Saluda River	P037701	S-125 (Freeman Bridge Road) over Saluda River Bridge Replacement. (Y1 Off-System Bridges)	In ROW Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase. Construction plans in development.	Construction plans have been signed and completed proposed let date is still planned for 2028.
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	In PE Current Let Date: 12/2028	Conceptual bridge plans and Design exception in QC review.	RW plans in QA review.
TAP & LPA	Woodside Streetscape	0042551	City of Fountain Inn - new sidewalks and shared use path beginning at Fairview Street & Diamond Tip Blvd extending along Woodside Ave and ending at the intersection of Jones St & Wall St. w/ new alignment through Woodside Park.	In Letting Prep Current Let Date: TBD	Plans completed and project let 5/2022. No acceptable bids received. Scope revisions forthcoming per FI to reduce construction cost.	Awaiting project scope revisions from City of Fountain Inn to reduce construction cost.
	Woodside Park Connector	P038173	City of Fountain Inn - Converting existing trail connecting Woodside Park to Fairview St Park to an 11' wide shared use path. Design by AECOM.	In ROW Current Let Date: 12/2022	Project plans are completed. Let date rolling until construction funding secured by the City.	Project awaiting resolution for construction funds to let project. City interested in applying for additional TAP funds.
	Riverside Middle School Sidewalk	P030103	Town of Pendleton TAP - Repair existing & add new sidewalk & ped crossings & improve drainage along Riverside St from Thompson St to Riverside Middle School.	In ROW Current Let Date: 12/2022	Project plans are completed. Let date rolling until construction funding secured by ACSD 4.	Project awaiting resolution for construction funds to let project. ACSD 4 expressed interest in applying for additional TAP funds.
	Town of Central Connector	P041351	Town of Central will build an approximately 3,000 LF bike/ped path (Green Crescent Trail) along SC 93 (Main St) from Church St to Tarrant St that connects the areas surrounding the downtown district.	In Planning Current Let Date: TBD	FPA executed 8/2/22.	FPA was executed on 08/2/22 and is awaiting local match to move forward.
Fed. Ear.	West Georgia Rd (S-272) Improvements	P038375	Intersection improvements along W Georgia Rd at Neely Ferry, E Standing Springs Rd, & Rocky Creek Rd. Widening from Kettle Oak Way to Rio Grande and Morning Mist Ln to Malibu Ln	In RW Current Let Date: 12/2023	ROW estimate over programmed budget. Project scope revisions forthcoming. ROW obligation to be moved out.	Project scope reduced and approved by City of Simpsonville. Project now in ROW phase.

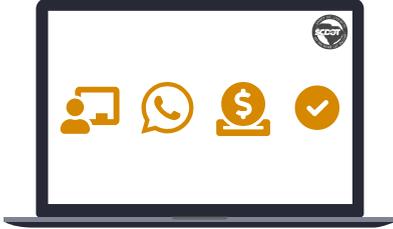
# SCDOT PROJECT UPDATES

GPATS Policy Committee Meeting  
October 17, 2022



# Hello!

Casey Lucas, PE  
SCDOT Program Manager



2



Upcoming Projects → Projects In Design → Projects In Construction → Completed Projects

3

## A LOOK AT PROJECTS IN DESIGN



## PROJECTS IN DESIGN

### Woodruff Road Congestion Relief

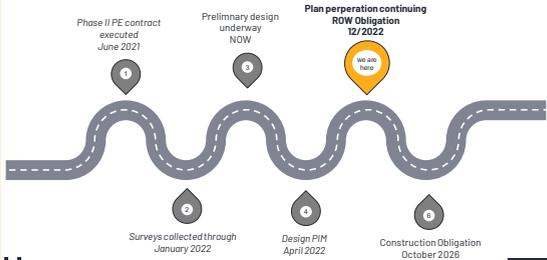


- EA signed by FHWA April 2020
- Public Hearing July - Aug 2020
- FHWA decision document November 2020

[FixWoodruffRoad.com](http://FixWoodruffRoad.com)

5

## WRCR ROADMAP



- 1 Phase II PE contract executed June 2021
- 2 Surveys collected through January 2022
- 3 Preliminary design underway NOW
- 4 Design PIM April 2022
- 5 Plan perpetration continuing ROW Obligation 12/2022
- 6 Construction Obligation October 2026

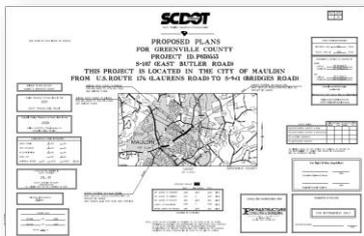
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## PROJECTS IN DESIGN

### S-107 Butler Road

- Preliminary RW plans in Review
- Design field review completed 8.18.22
- Project Schedule:
  - ROW Obligation: Winter 2022
  - CON Obligation: Fall 2024



buildingabetterbutler.com

7



## PROJECTS IN DESIGN

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

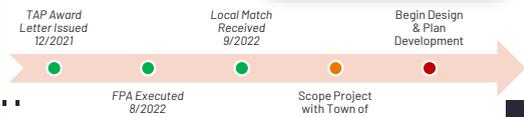


8



## PROJECTS IN DESIGN

- Town of Central Connector
  - \$643K GPATS TAP Funding



9

## A LOOK AT PROJECTS UNDER CONSTRUCTION



## S-164 Batesville Rd. Widening

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



11



## RCE UPDATE

- Roadway completed
- Project Delays:
  - Traffic Signal Material ordered
  - (Availability 12-16 weeks)
- New anticipated completion date October 2022



12

### SC 146 Woodruff Rd. Widening

- Awarded to Sloan Construction 4/2019
- Work began 7/2019
- Anticipated Completion 10/2022



13

### RCE UPDATE

- Asphalt work along Woodruff Road & Scuffleton Road continuing
- Time extension in process due to concrete availability
  - 10/2022



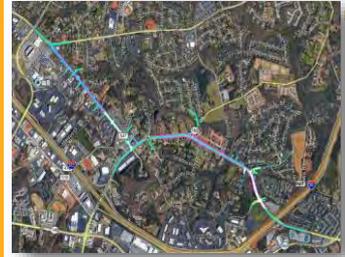
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15

### Roper Mtn Rd/Roper Mtn Rd Extension

- GPATS Guideshare
- Awarded to Eagle Construction 04/2020
- Anticipated Completion 10/2023



16

### RCE UPDATE

- Curb and sidewalk work continuing along both RMR & RMRE
- Construction of new bridge over Rocky Creek beginning this month.



17



18

### S-75 Cherokee Rd. over US 29

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



19

### RCE UPDATE

- MSE wall construction is underway
- Storm drain installation progressing
- Pile driving to begin when walls are completed



20

### S-140 & S-250

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



21

### RCE UPDATE

- S-140 bridge closed on 4/6/22
  - piles being driven
- S-250 bridge closed on 6/20/22
  - road re-alignment and demolition underway



22



23



24



Thank you!

Any questions?

You can contact me at:

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



Greenville County Planning Department

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Attachment 3

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** GPATS Performance Measures Updates

---

Please find **Attachment 3.2**, an Amendment to the GPATS Horizon 2040 Long-Range Transportation Plan of GPATS Performance Measures required by the FAST Act. Additionally, please find **Attachment 3.3**, an Amendment to the GPATS FY2023-2028 TIP Document to bridge Transportation Performance Measures (TPM) from the LRTP into project selection and implementation

The Performance Measure items being amended are:

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

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

**Both amendments have been advertised from September 25<sup>th</sup> through October 17, 2022. The Study Team has reviewed these items and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve 1) the Amendment to the GPATS Horizon 2040 LRTP and 2) the Amendment to the GPATS FY2023-2028 TIP Document.**



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

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

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

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

#### 2019 - 2023 SAFETY TARGETS (2017-2021 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1058.0	1.880	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

#### 2022 TRANSIT SAFETY TARGETS

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability***
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10.527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

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

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

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

#### Next steps

##### *Additional Measures Coming Soon*

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

Previous Target Adoption Dates:

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

## Transit Asset Management (TAM) Targets

As was mentioned earlier, each transit agency has different types of assets and, therefore, different needs. Generally, each asset category is split into different asset classes. For example, busses can be a general asset class under rolling stock but can also be broken into differing types of busses, such as articulated busses and cutaway busses. The table below summarizes all asset classes, and their associated targets, as listed in Greenlink’s TAM Plan and CATbus’ TAM plan. The two sets of the TAM targets were adopted by the GPATS Policy Committee on May 17th, 2021. All funding decisions made in the TIP will consider these targets moving forward. In an effort to aid moving transit capital towards the regional targets, GPATS elected to set aside Guideshare funding specifically for transit capital projects.



Photograph provided by Greenlink

### GREENLINK TARGETS

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

### CAT TARGETS

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

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

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate*	# Severe Injuries	Severe Injury Rate*	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2017 – 2021)	1058.0	1.880	2859.0	5.073	458.0
GPATS Baseline (2017 – 2021)	102.8	1.682	328.6	5.372	54.6
SC Targets (2019-2023)	1119.0	1.940	2868.0	4.960	485.0

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

2022 Transit Safety Data								
Transit Agency	Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe Injury Rate*	Safety Events (Total)	Safety Event Rate*	System Reliability**
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10,527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.00	1	0.70	1	0.94	71,561

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

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

### *Transit Asset Management (TAM)*

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

Greenlink 2022 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	50%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	50%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	14%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	40%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	83%
	Car	% of vehicles that have met or exceeded their ULB	100%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	100%

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

### *Infrastructure Condition*

South Carolina, which has one of the largest state-owned roadway systems in the United States, is in need of extensive infrastructure repair and replacement. Federal Regulations required state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets for six infrastructure condition performance measures by May 20th, 2018. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions.

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



Greenville County Planning Department

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Attachment 4

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** Transportation Alternatives Program Update and Special Allocations

---

At the request of the SCDOT Transportation Alternatives (TA) Program Office, the following TA projects are in need of supplemental allocations in order to be fully funded for completion:

**Fountain Inn, Woodside Park Connector: \$447,972.00**

**Anderson County, Riverside Middle School Sidewalks: \$214,596.80**

Allocating funds outside annual applications is outside the standard procedure for GPATS; however, SCDOT has stated that it is permitted. Without these allocations, the projects cannot go to construction.

Additionally, the City of Easley has requested that their Brushy Creek Greenway TA Project be canceled. They have worked out the closure with SCDOT, and the remaining balance will be returned to the GPATS TA balance.

SCDOT is still working out the details of the new TA Program. Thank you to those jurisdictions who have submitted Letters of Intent to apply in the future; we will proceed with applications in the near future.

**The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the Special Allocations for the above two projects. Pending approval, the projects will be added to the item to approve the GPATS Transportation Improvement Program Amendment AC #1.**



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## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** Transit Coordinating Committee Report – Section 5310 Applications

---

The TCC evaluated three (3) projects for Federal Transit Administration (FTA) Section 5310 for Elderly and Disabled Transit. The attached applications are of the verbiage pages, removing graphics and appendixes to save space in the digital packets. Please contact staff if you wish to see the full applications.

- 1) *Greenville Transit Authority (GTA) dba Greenlink (Attachment 5.2)* scored an average score of **75.8/100** in their TCC evaluation.
  - a. Local Match \$40,000
  - b. Federal Match \$160,000
  - c. Total Application \$200,000
- 2) *Clemson Area Transit (CAT) dba CATbus (Attachment 5.3)* scored an average score of **50.0/100** in their TCC evaluation.
  - a. Local Match \$30,800
  - b. Federal Match \$123,200
  - c. Total Application \$154,000
- 3) *Pickens County Meals on Wheels (PCMoW) (Attachment 5.4)* scored an average score of **78.5/100** in their TCC evaluation.
  - a. Local Match \$41,650
  - b. Federal Match \$122,850
  - c. Total Application \$164,500

Currently, there's \$407,558 available for federal match.

**The Transit Coordinating Committee has established a minimum score of 70 points to recommend approval of an application and so recommended funding the GTA/Greenlink and Pickens Meals on Wheels applications but not the CATbus application. The Study Team concurred with this decision and recommended Approval by Consensus Without Objection.**

**The Policy Committee will be asked to approve or reject the FTA Section 5310 applications. Pending approval, the projects will be added to the agenda item to approve the GPATS Transportation Improvement Program, Amendment AC #1.**

**Federal Transit Administration**

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**Large Urban Section 5310  
Enhanced Mobility of Seniors and  
Individuals with Disabilities Program  
Application Form  
Federal Fiscal Year 2021/22 - 22/23**

---

Name of Organization: Greenville Transit Authority d.b.a. Greenlink

Total Requested: \$160,000 \$ 200,000.00

Federal Match: \$160,000 \$ 160,000.00

Local Match: \$40,000 \$ 40,000.00

	Capital	Operations
Total:	<u>\$<del>160,000</del> 200,000.00</u>	<u>\$0 \$ 0.00</u>
Percentage:	<u>100% 100%</u>	<u>0% 0%</u>

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Web Site Address (if any): ridegreenlink.com

Agency DUNS Number: Please note that DUNS numbers have been replaced with UEI numbers. GTA's UEI number is GF2MXL6XN2B3.

**Full Application Deadline:  
Friday, January \_\_, 20\_\_ at 12:00 noon or until funds are exhausted**

# Greenville Transit Authority

## 5310 Funding Request

### Bus Stop Infrastructure

*Due to formatting and spacing issues, staff has opted to submit a request as an attachment to the provided form. Where possible, staff has submitted required information on the actual form. Appendices are attached and labeled with page numbers for ease of review.*

**Project Overview:** GTA requests \$160,000 in 5310 funding for bus stop improvements to be made at two existing stops along Route 504. The total project cost is estimated to be \$200,000. GTA has \$40,000 in local funding to be used as match for this grant.

#### 1. How does the project address a recognized need in the community?

The Greenville Transit Authority d.b.a. Greenlink is requesting \$160,000 in 5310 funding for bus stop improvements to be made at two (2) existing stops along Route 504: Anderson. The total project cost is estimated to be \$200,000. GTA has allocated \$40,000 in local funding to be used as match for this grant. With approximately 5,000 rides per month, Route 504 is consistently one of GTA's highest performing routes. A visual of this data can be found on GTA's Key Performance Indicators webpage: <https://info.greenvilleesc.gov/pages/greenlink-performance>. It is easy to confirm why Route 504 is so popular—it services an area that can be deemed Greenville's primary medical hub, which includes facilities such as the Greenville Memorial Hospital, the Greenville Veterans' Affairs (VA) Outpatient Clinic, and New Horizon Family Health Services.

In late 2019, GTA received \$125,000 in funding from Prisma Health to install much-needed bus stop-related improvements in and around the hospital system's Greenville Memorial campus. This project addresses **the recognized need of ensuring individuals with limited mobility can safely access medical care**. Of this funding, \$112,550 is still available for improvements. Greenlink staff has spent the past few years working through the bus stop installation process and installing improvements. All groundwork has been laid for these two bus stop infrastructure projects and **the following strategies have already been implemented to enhance this project**—Greenlink has:

- 1) Assessed the surrounding areas to determine the best location(s) for stop improvements;
- 2) Designed the new stop locations;
- 3) Orchestrated maintenance agreements;
- 4) Obtained permits for the new stop locations from SCDOT;
- 5) Purchased updated bus stop infrastructure; and
- 6) Started the procurement process for labor related to installation.

In fact, these two stops were originally bid out in May 2022, but due to cost overruns, were rebid in July 2022. Bid responses are due back on August 11, 2022. Staff expects that the revised procurement outline will garner more interest from local concrete and construction vendors, resulting in better pricing. Though the funding request may seem abnormally high, previous costs indicate this request is in line with expected costs. Furthermore, these stops are much more than just a simple bus stop pad—both will be sheltered stops with sidewalk to connect the stop locations to surrounding facilities. Furthermore, one of them will integrate with a new bicycle lane and includes pedestrian signals and crosswalks at the closest intersection, currently deemed unsafe by both Greenlink and Prisma staff. GPATS' crash data provides

additional support regarding the need for safer infrastructure in and around this intersection (Henrydale Drive and Cannon Drive) (see *Appendix A*). At first glance, it may appear that Greenlink is suggesting relocating the stop to a more dangerous area, but it is widely understood that most individuals who utilize this stop do so with the intent to access the hospital across the street or other facilities in the general vicinity. By relocating the stop and implementing the proposed safety improvements, Greenlink staff believes the number of potential crashes involving pedestrians and bicyclists who also utilize public transit will decrease over time. Schematics of the work to be completed at each stop location can be found in *Appendix B* along with a copy of the current procurement document that is currently accepting bid proposals.

As mentioned in GPATS' *Coordinated Public Transit – Human Services Transportation Plan (HSTP)*, the elderly, disabled, and those in poverty are populations of importance that have and will continue to experience growth over the next several years. Current data supplied by the Census Bureau indicates that 10.3% of the population within the block group the bus stops are in (BG 2, Tract 21.03) are living with a disability, 16.3% are 65 years of age or older, and 8.9% of individuals are living in poverty (see *Appendix A: Block Group Data*). However, GTA is uniquely situated to provide access to and from this block group not only for the individuals living within it, but for those who live within  $\frac{3}{4}$  of a mile of Greenlink's service area. Per the HSTP, "GTA's primary clientele are people who cannot afford private cars and those who are unable to drive a car due to a disability or legality and use Greenlink as their primary transportation option. For those who are elderly and disabled, it can be burdensome just for them to reach fixed route services." **Upgrades to these stops will make them much more accessible for the 15% of those in poverty, 15% of those who are 65 years of age or older, and 13% of those who are living with a disability within  $\frac{3}{4}$  of a mile of Greenlink's service area (see *Appendix A: Population Data*). An increase in accessibility will allow these individuals not only better access to medical facilities, but to grocery stores and potential job opportunities. Evidence also shows that increasing the safety of pedestrian infrastructure will attract more pedestrian activity. So, better connections to sidewalks, crosswalks, and bicycle lanes will increase overall accessibility for everyone trying to access these destinations – not just Greenlink's transit customers.**

This project will meet an unmet transportation need in and around the Grove Road area by supporting GPATS' goal to improve transportation for those "who are elderly and disabled and those who need transportation getting to and from work- and work-related services" due to "a lack of available infrastructure" as the "sidewalk network in the GPATS region is dilapidated, disjointed, and disconnected" and "there are also gaps in the sidewalk network [when it does exist]." The stops identified for these improvements include Stop ID: 1079 at Henrydale Drive & Cannon Drive and Stop ID: 1426 at Grove Road & Butternut Drive. The current conditions at these stops are abysmal. There is no sidewalk and riders are forced to wait on the side of the roadway with no protection from nearby vehicles or the elements. Images of current conditions can be found in *Appendix A: Current Bus Stop Conditions*. The proposed upgrades will ensure that better bus stop infrastructure via a sheltered, ADA-compliant stop with lighting, trash receptacle, bus stop signage, and schedule holder is available. However, they will also ensure that gaps in sidewalk infrastructure are closed. Furthermore, the Henrydale stop (located directly across from Greenville Memorial and in front of the Dunkin' Donuts) represents an investment in multimodal infrastructure as a bicycle lane and crosswalks along with pedestrian signals will also be coordinated alongside the bus stop improvements (both bicycle and pedestrian signals are coordinated with the City

of Greenville by which the City is installing and paying for these items; as such, costs are not included in this application).

**2. How do you implement strategies from the South Carolina Statewide Public Transportation and Coordination Plan, Section 3.6, page 37-39, to enhance your project?**

GTA will implement five of the strategies outlined in the Statewide Public Transportation and Coordination Plan to enhance this project:

- *Referring potential riders to public transit.* Greenlink's Marketing & Public Affairs Manager leads ongoing efforts to communicate with the public about Greenlink's services via a variety of avenues, including, but not limited to, Twitter (@RideGreenlink), the City of Greenville's Facebook page, GTA's LinkedIn account, Umo text services, Greenlink's quarterly newsletter, press releases, and videos such as this one: <https://tinyurl.com/greenlinkmovethatbus>. Once these stops are installed, Greenlink will utilize these resources to educate the public about the new and improved bus stop infrastructure and multimodal improvements to encourage potential rides to utilize public transit.
- *Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.* In 2019, the City of Greenville provided GTA with funding to complete ADA-compliant bus stop upgrades within the City. Deemed a successful program, the City continues to provide financial support for such upgrades at specific locations. It is Greenlink's hope that the installation of these new bus stops near the Greenville Memorial Hospital campus will spur additional discussion among residents and public officials about the need for accessible public transit and how to address that need. A successful project may result in financial support for more bus stop infrastructure upgrades throughout Greenlink's service area, which will result in better access for the elderly, disabled, and those in poverty.
- *Seek additional funding sources from local officials and community organizations to supplement current funding.* **Local match funding will be provided via a one-time cash infusion from the Prisma Hospital system, which was donated to GTA in 2019. If awarded 5310 funding, GTA will be able to utilize these local match dollars more efficiently, meaning that more bus stop infrastructure improvements can be implemented.**
- *Sharing of rides for customers across human services/community organizations.* GTA works closely with several nonprofits and community organizations who support the elderly, disabled, and impoverished throughout Greenville. The more access Greenlink can provide for individuals to these agencies, the less agencies must coordinate transportation (typically a task outside the scope of their core services). By providing riders and potential riders with safe access to public transit, GTA can serve as a connection point between these organizations and their customers.
- *Seek new funding sources for facility and equipment upgrades.* It is Greenlink staff's understanding that this is the first time GTA is seeking 5310 funding to support facility improvements, specifically that for bus stop infrastructure improvements. It is also the first time a local hospital system provided local funding for bus stop infrastructure improvements. If awarded 5310 funding, GTA will have successfully sought and garnered two new funding sources for facility upgrades.

- 3. How does the project increase or enhance availability of transportation of the targeted population? Please provide tables, charts, maps, and data to support your assertion. Estimate the number of people within the target population the project will serve and briefly describe the rationale for the projection—total number of individuals to be served and average number of one-way trips provided (if applicable) per month. If this is building upon an existing service, provide the current number of passenger trips served.**

This project enhances the availability of transportation to the targeted populations of elderly, disabled, and those living in poverty as it increases accessibility to the entire Greenlink network via vital upgrades at two key bus stops along Route 504: Anderson. Between August 5, 2021, and August 4, 2022, Route 504 provided approximately 60,740 rides to the public (see *Appendix A*). Of these rides, 2,448 can be directly attributed to Henrydale Drive & Cannon Drive and 521 can be directly attributed to Grove Road & Butternut Drive. Unknown stops are common occurrences along routes as operators are empowered to make decisions regarding where to stop relative to an existing bus stop depending on stop conditions and riders mobility concerns. As such, 8,666 of rides are considered unattributable to a specific stop. Staff suspects a significant proportion of the “unknown” rides are connected to these stops. However, given that there are 39 total existing bus stops along Route 504, it is simplest to split these “unknowns” equitably across the system, resulting in approximately 222 additional boardings and alightings at both stop locations, resulting in a total of **2,670 and 743 annual rides associated with Henrydale Drive & Cannon Drive and Grove Road & Butternut Drive, respectively**. These bus stop infrastructure improvements are expected to increase safety at both stops, resulting in higher ridership among all current and potential riders, but especially that of the elderly, disabled, and those living in poverty in Greenville County. Greenlink acknowledges it is unlikely for the stop improvements to increase access for all elderly, disabled, and those living in poverty located throughout the county. It is likely for these improvements to result in a positive effect on those who live within  $\frac{3}{4}$  of a mile of Greenlink’s current route system (a standard measure utilized across public transit agencies). Data indicates that approximately 188,700 individuals live within this service area. Of these individuals, 28,305 are 65 years of age and older, 24,351 are living with a disability, and 28,305 are living in poverty (based on the 15%, 13%, and 15% approximations). Interestingly, of the 26,314 individuals living within  $\frac{3}{4}$  of a mile of Route 504, 16% (4,210) of individuals are 65 years of age or older, 14% (3,684) of individuals are living with a disability, and 17% (4,473) are living in poverty. These individuals do not necessarily benefit more from the upgrades, but they will most likely be among the first to notice and adapt their personal transportation patterns to utilize the updated bus stop infrastructure. Considering total ridership between August 2021 and August 2022 and the percentages provided above for the entire Greenlink service area, it could be assumed that **of the riders who utilized Greenlink at these two stops during this timeframe, about 512 were 65 years of age or older, 444 were living with a disability and 512 were living in poverty.**

To gauge potential increases in usage of public transit among the targeted populations after these improvements are made, it is important to note that GTA does provide a paratransit service, which may already be a solution utilized by potential fixed route riders to accommodate for the lack of accessibility at these stops. However, paratransit is a call-ahead service that costs \$3 per ride. Compared to the \$1.50 or \$0.75 (reduced fare for senior citizens 65 years of age or older and for those with qualifying disabilities) per ride for public transit, **a more accessible fixed route system may ease the financial burden on several**

**individuals within the targeted population.** Furthermore, accessing fixed route may offer an individual greater freedom—to choose when and where to go and to do so among the public. A May 2020 study of the Utah Transit Authority (UTA)'s fixed route and ADA-ridership levels prior to and after bus stop amenities improvements indicated a 141% increase in ridership at improved stops and a decrease in demand for paratransit services (see *Appendix C*). A conservative estimate of ridership increases at these bus stop locations of 94% (about two-thirds of the 141% increase reported by UTA) would result in 3,208 additional rides, of which 481 would be those who are 65 years of age or older, 417 of those living with a disability, and 481 of those living in poverty (using the August 2021-August 2022 data; see *Appendix A*). These are just the additional rides that would be taken on top of the rides already attributable to the targeted population. These bus stop infrastructure improvements will clearly result in greater accessibility and mobility opportunities for the targeted populations.

#### **4. How does the project help meet transportation needs outside this population?**

Harkening back to the data provided in the response to question 3, a conservative estimate of ridership increases at these bus stop locations of 94% (about two-thirds of the 141% increase reported by UTA) would result in 3,208 additional rides. While the targeted populations would account for 1,380 of those additional rides, the remaining 1,829 would be attributable to the rest of the population. The rest of the population served within the Greenlink service area includes approximately 44% of people who are non-White or of Hispanic/Latino origin, about 8% of households that car free, and about 38% of households with one car. Please note that this data may include the targeted populations. It is simply provided to give an overview of additional subpopulations served. **The project will also increase accessibility to all residents – not just transit users—thereby increasing safe access to hospitals, potential jobs, grocery stores, recreational amenities, and the like.**

#### **5. Provide a clearly defined budget for the proposed project.**

Please see *Appendix D* for a clearly defined budget for the proposed project.

Requested Section 5310 Program Funding Amounts (Scope & Activity Line Item Tree) **Operations – fuel, leases, salary, etc. – is 50% match and Capital – vehicle or equipment purchases, preventative maintenance – is 20% match. Capital must account for ≥ 55% of the total cost:**

Type	Budget Line Item	Total Amount	Federal Match	Local Match
Capital	11.93.05 (Construct Ped Access/Walkways)	\$ 200,000.00	\$ 160,000.00	\$ 40,000.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
Operations			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
<b>Total Requested</b>		\$ 200,000.00	\$ 160,000.00	\$ 40,000.00
			<b>Capital</b>	<b>Operations</b>
<b>Total</b>			\$ 200,000.00	\$ 0.00
<b>Percentage</b>			100 %	0 %

- Does the project budget list the source(s) of local share? To get initial three (3) points, please provide proof of available funding (either via signed letter from Executive Director or copy of organization’s budget). If funds will be obtained via a partnership, please include letters of commitment or intent from partners. One extra point for every letter of commitment, after initial three points awarded. *Please see the attached GTA Letter of Commitment and Letters of Support from RAISE grant request included as Appendix E. Further note that the application does not allow for individuals to completely fill out the certification requested as a part of this question. The GTA Letter of Commitment indicates that local matching funds are readily available for this project.*

Funding Source	Match Amount
Donation to GTA (Prisma Health Funding)	\$ 40,000.00
<b>Total</b>	<b>\$ 40,000.00</b>

7. What is your long-term commitment to this project to continue the effort beyond the availability of the requested grant resources? If you didn't receive these funds, what would you do to continue offering your services? Along with your written response, please use your three (3) most recent 990s to complete the attached spreadsheet. If you don't have 990s, please provide your charitable organization's Certificate of Existence.

GTA began its ADA-compliance project in earnest in 2019 with the 90 new bus stops installed as a part of GTA's Comprehensive Operations Analysis (COA). The third iteration of bus stop improvements is currently out to bid, and staff is working on relevant bid packets for additional bus stop infrastructure and labor for the next phase. However, costs have changed drastically since the project first began. In 2019, a basic 8' x 5' concrete pad cost about \$1,000 per pad. By 2021, that number had increased to about \$7,000 per pad. In May of 2022, GTA received its highest bid responses for 31 stops, ranging from \$456,318 to \$836,960, which translates to about \$15,000 to \$27,000 per bus stop pad. While these costs are for the installation of slightly larger pads to accommodate for shelters, solar lighting, and 6' benches, the increase in costs has severely limited GTA's ability to install ADA-compliant stops at existing stop locations. The City of Greenville and Greenville County continue to provide some funding for bus stop infrastructure improvements, but staff finds it harder to install stops as this funding simply does not cover what it used to. To combat this issue, GTA did submit a RAISE funding grant request in the amount of \$5,845,300. This grant funding is fully federal—no local match is required—and awards are expected to be announced in August 2022. However, it is unlikely that this type of project will be funded as the federal government is heavily focused on vehicle-related projects (such as funding battery electric-related projects). Furthermore, these stop improvements are not included in the RAISE funding request.

**If GTA were not to receive these funds, staff would continue to utilize remaining bus stop infrastructure funding until it is depleted.** Less bus stop infrastructure will be installed with the funding until an alternate funding source is identified. Formula funds were not accessible for a 2022 drawdown due to other priority expenses related to the operation of public transit and it is not guaranteed that GTA will have access to enough formula funding in 2023 to install additional stops, but if GTA were to receive 5310 funding, then staff could advocate to utilize the remaining \$72,550 in Prisma Health funding as match for other federal funding to be requested in a 2023 formula funds request. If GTA were able to do so, this would result in access to \$362,750 in total funding which further translates to the installation of approximately 17 additional stops.

GTA does not have 990s or a Certificate of Existence, but can provide its SAM.gov account information and status, which is in *Appendix F*.

- 8. How was the charitable organization sector involved? MUST include SIGNED letter of commitment—money or services—from charitable organization sector’s contributions to the project (medical care, mental health, education, employment, public transit, etc.). One extra point for every letter of commitment, intent/support, after initial three (3) points awarded.**

Please see the attached letter of commitment from GTA’s Executive Director, James C. Keel in *Appendix E*. Funding was provided by Prisma Health, a private nonprofit health company, in 2019. Letters of support from several for-profit and non-profit agencies for bus stop improvements can also be found in *Appendix E*. Please note that these letters were for the RAISE grant request. Given the short timeframe in which a portion of the 5310 funding will lapse, staff felt it imperative to submit this application without requesting revised letters of support from agencies.

- 9. How was the for-profit sector involved? MUST include SIGNED letter of commitment—money or services—from charitable organization sector’s contributions to the project (medical care, mental health, education, employment, public transit, etc.). One extra point for every letter of commitment, intent/support, after initial three (3) points awarded.**

Please see the attached letter of commitment from GTA’s Executive Director, James C. Keel in *Appendix E*. Funding was provided by Prisma Health, a private nonprofit health company, in 2019. Letters of support from several for-profit and non-profit agencies for bus stop improvements can also be found in *Appendix E*. Please note that these letters were for the RAISE grant request. Given the short timeframe in which a portion of the 5310 funding will lapse, staff felt it imperative to submit this application without requesting revised letters of support from agencies.

- 10. What coordination efforts did the project employ? (More points awarded for multiple shared activities– (1) share vehicles with other agencies, (2) share dispatching or scheduling duties, (3) share in maintenance costs, (4) coordinate client trips, (5) coordinate staff training programs, and (6) other strategies. MUST include SIGNED letter of commitment/intent/support from employers or other agencies that their clients go to to receive services (medical care, mental health, education, employment, public transit, etc.). One point for every letter of intent/support, after initial three (3) points awarded.**

This project represents an investment in public transit, which serves as the largest ADA-accessible ridesharing agency in Greenville. As such, increasing accessibility via this project for both targeted and untargeted populations will reduce nonprofit and charitable organizations’ need to coordinate transportation for their clients. This reduction curbs reliance on the need for coordination efforts related to (1) share vehicles with other agencies, (2) share dispatching or scheduling duties, and (4) coordinate client trips via (6) other strategies: a more accessible public transit system that can get more people to and from where they need to go in a safe and reliable manner. Staff worked directly with Prisma to confirm final drawings and maintenance of bus stop infrastructure. Unlike other programs utilized by charitable organizations and nonprofits to transport individuals, GTA has a robust fleet of buses equipped with geolocation equipment, audio and visual equipment, a deployable ramp for those with mobility needs, operators, and abundant space to ensure riders are comfortable during their ride. Please see the attached letter of commitment from GTA’s Executive Director, James C. Keel, and relevant letters of support for bus stop infrastructure improvements in *Appendix E*.

**11. Do you provide services in the GPATS area?**

Yes, Greenlink’s entire service area is located within the GPATS area (approximately 94 square miles). Greenlink operates 12 fixed routes—11 hourly headway and 1 half hour headway route—and 4 scheduled trolley routes. A route map of Greenlink’s service area transposed against GPATS’ service area can be found in *Appendix G*. A brochure for Route 504, which includes the timetable for the route, can also be found in *Appendix G*.

**12. Explain how your agency has the technical capacity to implement this program.**

Greenlink has a proven ability to consistently implement ADA-compliance projects as **demonstrated by the 115 ADA-compliant bus stops installed since January 2019**. Not only has staff successfully coordinated these installations but did so with an eye toward socioeconomic feasibility and potential impact on the targeted and untargeted populations. As previously mentioned, all groundwork has been laid for these two bus stop infrastructure projects— Greenlink has assessed the surrounding areas to determine the best location(s) for stop improvements, designed the new stop locations, orchestrated maintenance agreements, obtained permits for the new stop locations from SCDOT, purchased updated bus stop infrastructure, and started the procurement process for labor related to installation.

If awarded 5310 funding, Greenlink could implement the project quickly because of the dedication of staff to the larger ADA-compliance project. In fact, Greenlink has designated two staff members to oversee this project—the Transit Planning Manager and the Transit Planner. The Transit Planner will serve as the Project Manager, ensuring contractor compliance with relevant federal requirements such as Davis Bacon, adherence to schedule, and performance in alignment with what is permitted at each stop per the South Carolina Department of Transportation’s (SCDOT’s) encroachment permit. The Transit Planning Manager (TPM) will provide project oversight, reviewing final certified payrolls, interviews, and invoices. The TPM has direct experience with FTA reporting requirements and will ensure all reporting and invoicing is done in compliance with FTA requirements. These accomplishments serve to underscore Greenlink’s capacity to implement a level of high technical skill to effectively administer these projects in an efficient manner.

Below is an overview of the implementation plan:

Implementation Timeline		
<i>Task</i>	<i>Estimated Completion Date</i>	<i>Status</i>
Assess the surrounding areas to determine the best location(s) for stop improvements	2019	Complete
Design the new stop locations	2019	Complete
Orchestrate maintenance agreements	2020	Complete
Obtain permits for the new stop locations from SCDOT	2021	Complete
Purchase updated bus stop infrastructure	2021	Complete
Start the procurement process for labor related to installation	Jul-22	Complete
Award labor installation bid	Aug-22	Pending
Start installation process	Sep-22	Pending
End installation process	April 2023*	Pending

**\*Please note that the contractor will have 240 calendar days to complete the installation of 31 bus stops. These 2 bus stops may be installed much sooner than April 2023.**

Improvements will increase access to Route 504: Anderson, which services an area that can be deemed Greenville’s primary medical hub, which includes facilities such as the Greenville Memorial Hospital, the Greenville Veterans’ Affairs (VA) Outpatient Clinic, and New Horizon Family Health Services. Hours of service are 5:30 a.m. to 11:30 p.m. on weekdays and from 6:30 a.m. to 8:30 p.m. on Saturdays. A brochure for Route 504, which includes the timetable for the route, can also be found in *Appendix G*.

**13. Describe how the agency will market the project to the target population and promote public awareness of the program.**

Greenlink’s Marketing & Public Affairs Manager leads ongoing efforts to communicate with the public about Greenlink’s services via a variety of avenues, including, but not limited to, Twitter (@RideGreenlink), the City of Greenville’s Facebook page, GTA’s LinkedIn account, Umo text services, Greenlink’s quarterly newsletter, press releases, and videos such as this one: <https://tinyurl.com/greenlinkmovethatbus>. Moreover, Greenlink recently began a practice of placing “Upgrades Coming Soon” stickers on signs at existing stops to inform customers that changes are coming. Once these stops are installed, Greenlink will utilize these resources to educate the public about the new and improved bus stop infrastructure and multimodal improvements to encourage potential rides to utilize public transit.

**14. Do you have sufficient experience in providing services for the targeted clientele? Provide the number of years the applicant has provided services for its targeted clientele (elderly, low-income populations, and/or individuals with disabilities).**

As the public transit provider for Greenville since 1974, GTA has 48 years of experience in providing services for the targeted clientele. Services are provided via both fixed route and paratransit. In Fiscal Year 2022 alone, GTA provided 714,452 rides via fixed route and 11,468 via paratransit. During this same timeframe, Greenlink conducted a demographics survey of its fixed route riders (see *Appendix A: Demographic Survey Results*). Of these riders, 15% self-identified as 65 years of age or older, 17% self-identified as living with a disability that affects their ability to travel, and about 80% self-identified as earning a wage that would indicate they are living below the poverty threshold. Of the 714,452 rides taken in FY22, approximately 107,168 were taken by individuals aged 65 and older, about 121,457 were taken by those living with a disability, and 571,562 were taken by low-income populations. Please note that there may be some overlap in reported numbers (i.e., an individual could be living with a disability and be low-income). Moreover, all paratransit service provided would be for those in the targeted population. In fact, paratransit ridership has increased significantly in recent years (FY20: 7,920, FY21: 7,467 [COVID-19], and FY22: 11,468), further underscoring Greenlink’s ability to provide public transit service to the targeted clientele.

**15. Does the agency have adequate staff resources to handle the project? Provide information on the number of personnel—existing drivers, administrative staff, etc.—and ongoing training to support this project. Will the agency hire additional personnel to support the project?**

An overview of GTA’s organizational structure can be found in *Appendix A*. Greenlink currently has approximately 34 operators, 9 administrative, 3 facilities maintenance, and 8 mechanics on staff. While there are approximately 8 operator positions currently open, Greenlink is working diligently to address this need, including via an in-house Commercial Driver Licensing program and implementing a contingency route schedule, as needed. The Transit Safety & Training Manager works in conjunction with the Safety & Training Specialist to provide ongoing training to support operations. Safety and training meetings for all staff are held monthly. Additional personnel are not needed to support this project, but Greenlink is currently seeking additional personnel so that fixed route hours can be extended on Saturdays to match that of weekday service. As previously mentioned, Greenlink’s planning division will oversee and provide project management for this project. The division is well-qualified to handle the project (see response to question 12 for additional information).

**16. Does the agency display the ability to maintain project outcomes including vehicles, infrastructure, etc.? Describe the agency’s vehicle maintenance program (if applicable), addressing the following: (1) pre-trip inspections, (2) preventative maintenance, and (3) routine maintenance. What’s your contingency plan for when equipment is out of service?**

GTA’s vehicle maintenance program is not directly related to this project. Greenlink’s Planning, Facilities Maintenance, and Operations teams work together to track, inventory, repair, and maintain existing bus stop infrastructure on a regular basis. Greenlink maintains an up-to-date listing of its bus stops and bus stop amenities and maintains this list throughout the year. Facilities Maintenance staff services each stop between 2 and 4 times a week—depending on staff availability—and completes any necessary repairs, as needed. A sample of the work plans for the Facilities Maintenance Technicians can be found in *Appendix A*. Repairs that are beyond the scope of Facilities Maintenance’s abilities are forwarded on to the Transit

Planning Manager for procurement of professional services related to the issue. Operators play a vital role in bus stop maintenance—reporting any concerns via an internal form, which can also be found in *Appendix A*. These forms are then reviewed and acted upon by the Transit Planner. Responses are recorded on the actual forms and a copy is placed in a binder that is kept in the Operations Breakroom for anyone to view. Supervisors and Dispatchers also report bus stop-related issues to Facilities Maintenance via a service request ticket system, which is reviewed post-receipt by the Facilities Maintenance team every Monday to ensure no request is missed. Supervisors also conduct spot tests of bus stop maintenance behind the Facilities Technicians a few times each week.

Furthermore, Greenlink has an Adopt-A-Stop program, which helps Greenlink provide immediate attention to maintenance concerns such as graffiti removal, urgent repairs, garbage cleanup, and security issues (this bolsters Facilities Maintenance staff as they are out cleaning other routes). To date, 21 stops have been adopted, with 19 of those currently being managed by volunteers, through the Adopt-A-Stop program. The program engages a diverse group of people as volunteers include current Greenlink riders (2), businesses and organizations along the routes (7), churches (3), Greenlink bus drivers (2), and other residents (5). It is evidenced through the volunteers' interest that volunteers are more likely to adopt a stop with existing amenities – as 7 of the 21 stops that have been adopted include the presence of a bus shelter. Improving bus stops will likely attract more volunteers with this program. More information about this program is available at: <https://www.greenvillesc.gov/1644/Adopt-A-Stop>

Greenlink is well-equipped to maintain the transportation infrastructure build with 5310 grant funds in a state of good repair. However—though this is not expected as Greenlink is not proposing stop additions as a part of this project, in the event Facilities Maintenance is unable to maintain the stop amenities—Greenlink will request assistance from the City of Greenville's Public Works division (which has experience maintaining similar infrastructure throughout the City) or will contract out maintenance. Furthermore, if either of the shelters were to be unserviceable, Greenlink would notify the public immediately and provide a temporary stop solution until the shelters could be repaired.

**Federal Transit Administration**

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**Large Urban Section 5310  
Enhanced Mobility of Seniors and  
Individuals with Disabilities Program  
Application Form  
Federal Fiscal Year 20\_\_ - \_\_**

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**Name of Organization:** \_\_\_\_\_

**Total:** \$154,000 \_\_\_\_\_

**Federal Match:** \$136,700 \_\_\_\_\_

**Local Match:** \$17,300 \_\_\_\_\_

	<b>Capital</b>	<b>Operations</b>
<b>Total:</b>	\$154,000 _____	_____
<b>Percentage:</b>	100% _____ %	0% _____ %

**Point of Contact:** Heather Lollis \_\_\_\_\_

**Title:** Budget and Grants Administrator \_\_\_\_\_

**Address:** 200 West Lane \_\_\_\_\_

**City:** Clemson \_\_\_\_\_ **Zip Code:** 29631 \_\_\_\_\_

**Phone:** 8646542287 \_\_\_\_\_ **Fax:** 8646532066 \_\_\_\_\_

**E-mail:** hllolis@cityofclemson.org \_\_\_\_\_

**Web Site Address (if any):** www.catbus.com \_\_\_\_\_

**Agency DUNS/UEI Number:** DUNS-576005490/FEI 576005490 \_\_\_\_\_

**Full Application Deadline:  
Friday, January \_\_, 20\_\_ at 12:00 noon or until funds are exhausted**

**If score of 70/100 not obtained, application will be rejected.**

2. (5 points) **How** do you implement strategies from the [South Carolina Statewide Public Transportation and Coordination Plan](#), Section 3.6, page 37 – 39, to enhance your project? The [GPATS Coordinated Public Transit - Human Services Transportation Plan](#) doesn't list strategies at this time. One point per strategy. **Answer box on next page.**

**Table 3-2: Updated Strategies**

Strategy
Establishing reliable, coordinated information resources (i.e. call center, website, information and resource referral service)
Developing coordinated mobility management strategies for each region.
Referring potential riders to public transit and or other providers of transportation services.
Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.
Utilizing software applications to assist with trip scheduling and system planning.
GIS mapping (routes / customers / type of needs, etc.)
Seek additional funding sources from local officials and community organizations to supplement current funding.
Develop Volunteer Assisted Rides programs to assist persons who don't have access to or ability to pay for existing services.
Identify opportunities for pooling costs for fuel, insurance, and other common expenses.
Develop transportation voucher program that can be used across agencies to allow riders more flexibility in finding services.
Sharing of staff, facilities, and administrative services (i.e. vehicle repair, driver training, trip scheduling, vehicle storage etc.)
Sharing of rides for customers across human service/community organizations
Develop employment shuttles from fixed transit route services to outlying employment centers. Accommodate 2nd and 3rd shift workers needs for transit as part of this program.
Seek new funding sources for facility and equipment upgrades (i.e. local fees, sales tax, statewide fees).
Build relationships between human service agency services and Metropolitan Planning Organizations that have expanded their boundaries and now must work together.
Continue to work on policies that promote joint use of vehicles, staff, facilities, and equipment.
Deploy more fuel efficient vehicles.
More common performance standards across programs.







**If score of 70/100 not obtained, application will be rejected.**

5. (7 points) Provide a clearly defined budget for the proposed project?

Requested Section 5310 Program Funding Amounts (Scope & Activity Line Item Tree) **Operations – fuel, leases, salary, etc. – is 50% match and Capital – vehicle or equipment purchases, preventative maintenance – is 20% match. Capital must account for ≥ 55% of the total cost:**

Type	Budget Line Item	Total Amount	Federal Match	Local Match
Capital				
Operations				
<b>Total Requested</b>				
			<b>Capital</b>	<b>Operations</b>
<b>Total</b>				
<b>Percentage</b>			%	%

**If application is approved, applicant must provide quarterly reports on operational expenditures at the end of each quarter: March 31<sup>st</sup>, June 30<sup>th</sup>, September 30<sup>th</sup>, and December 31<sup>st</sup> and before the holiday season if applicable.**

**If score of 70/100 not obtained, application will be rejected.**

6. **(7 points)** Does the project budget list the source(s) of local share? To get initial three (3) points, please provide proof of available funding (either via signed letter from Executive Director or copy of organization’s budget). If funds will be obtained via a partnership, please include letters of commitment or intent from partners. One extra point for every letter of commitment, after initial three points awarded.

The local match will be available from the following sources:

Funding Source	Match Amount
<b>Total</b>	

\_\_\_\_\_ of \_\_\_\_\_ certifies that the required local match for the Section 5310 Program, which has a period of performance of **October 1, 20\_\_ – September 30, 20\_\_**, will be available by **October 1, 20\_\_**.





















**Federal Transit Administration**

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**Large Urban Section 5310  
Enhanced Mobility of Seniors and  
Individuals with Disabilities Program  
Application Form  
Federal Fiscal Year 20\_\_ - \_\_**

---

Name of Organization: Pickens County Meals on Wheels  
 Total Requested: \$164,500.00  
 Federal Match: \$ 122,850.00  
 Local Match: \$ 41,650.00

	Capital	Operations
Total:	<u>\$ 116,000.00</u>	<u>\$ 48,500.00</u>
Percentage:	<u>70.5 %</u>	<u>29.5 %</u>

Point of Contact: Kim Valentin

Title: Executive Director

Address: 349 Edgemont Avenue

City: Liberty Zip Code: 29657

Phone: 864-606-3745 Fax: \_\_\_\_\_

E-mail: Kim@pcmow.org

Web Site Address (if any): pcmow.org

Agency DUNS Number: \_\_\_\_\_

**Full Application Deadline:  
Friday, January \_\_, 20\_\_ at 12:00 noon or until funds are exhausted**

**If score of 70/100 not obtained, application will be rejected.**

1. **(5 points) How** does the project address a recognized need in the community? Please relate to the *GPATS Coordinated Public Transit - Human Services Transportation Plan*.

Pickens County Meals on Wheels (PCMOW) operates two Young at Heart activity centers for seniors ages 55+. A third center is projected to open in 2024 in Pickens County. Transportation to the centers and for activities away from the centers is a need and challenge for our members as well as for the implementation of exciting and engaging senior activities. Public transportation in Pickens County is very limited. Most of the seniors that we currently serve are in rural areas, where there is no transportation offered.

Currently, we work with the Appalachian Council of Governments (ACOG) who provides transportation service to our centers through a local transportation company. However, this service is available only to those pre-qualified seniors who are 60 and above. In addition, those seniors utilizing the transportation service are, many times, leaving home prior to 7AM to arrive at our centers by 8:15 AM. PCMOW would like to have the flexibility to offer transportation to those who, because of age and other factors, may not qualify for the transportation through the ACOG contractor. Also, having our own transportation bus would give seniors more flexibility of pick up and drop off times to our centers.

When surveyed, our senior members always indicate how much they enjoy field/day trips. We have been limited to what we could offer because of transportation issues. PCMOW transportation, as part of our services, would open the possibilities of offering field trips and shopping excursions etc. In this request, PCMOW has listed various transportation buses that all have ADA equipment.

Another challenge that this project will address is possible growth in participation at the center. As we assess requests for our home delivered meal program, we identify clients who could benefit from getting out of their homes and coming to the centers. At this point, transportation would be a hindrance to those applicants who are age 55-59. Just this summer, we have received over 75 home delivered meal applications. After assessment we have found that 25% of those requesting services would benefit more by attending our center. Not all these applicants qualify through the existing transportation contract due to their age, therefore, PCMOW is limited to the service that we are able to provide those applicants.

We anticipate that 50+ seniors will benefit from this transportation project for transportation to the centers as well as for day trips away from the centers.

Currently, the senior population we serve lives under or just at the poverty level. Our members range in age from 55 to early 90s, with the majority being in their 70s and 80s. Many need socialization, exercise, and a nutritional meal, all of which they have available to them at our centers.

**If score of 70/100 not obtained, application will be rejected.**

2. (5 points) **How** do you implement strategies from the *South Carolina Statewide Public Transportation and Coordination Plan*, Section 3.6, page 37 – 39, to enhance your project? The *GPATS Coordinated Public Transit - Human Services Transportation Plan* doesn't list strategies at this time. One point per strategy. **Answer box on next page.**

**Table 3-2: Updated Strategies**

Strategy
Establishing reliable, coordinated information resources (i.e. call center, website, information and resource referral service)
Developing coordinated mobility management strategies for each region.
Referring potential riders to public transit and/or other providers of transportation services.
Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.
Utilizing software applications to assist with trip scheduling and system planning.
GIS mapping (routes / customers / type of needs, etc.)
Seek additional funding sources from local officials and community organizations to supplement current funding.
Develop Volunteer Assisted Rides programs to assist persons who don't have access to or ability to pay for existing services.
Identify opportunities for pooling costs for fuel, insurance, and other common expenses.
Develop transportation voucher program that can be used across agencies to allow riders more flexibility in finding services.
Sharing of staff, facilities, and administrative services (i.e. vehicle repair, driver training, trip scheduling, vehicle storage etc.)
Sharing of rides for customers across human service/community organizations
Develop employment shuttles from fixed transit route services to outlying employment centers. Accommodate 2nd and 3rd shift workers needs for transit as part of this program.
Seek new funding sources for facility and equipment upgrades (i.e. local fees, sales tax, statewide fees).
Build relationships between human service agency services and Metropolitan Planning Organizations that have expanded their boundaries and now must work together.
Continue to work on policies that promote joint use of vehicles, staff, facilities, and equipment.
Deploy more fuel efficient vehicles.
More common performance standards across programs.

**If score of 70/100 not obtained, application will be rejected.**

(1) Establish reliable, coordinated information resources

PCMOW is in constant motion of publicizing our services offered to seniors within Pickens County. Our website (pcmow.org) promotes the services that we currently offer. If we are awarded the grant to purchase a transportation bus, then transportation services will be added our program offerings on the website. PCMOW publishes a newsletter at least twice a year going to over 5000 addresses within the Upstate area. Our centers and program opportunities are promoted through social media, direct mailers, flyers, and through other organizations who are willing to share our program opportunities.

(2) Promote the need for and benefits of public transit to residents and public officials to gain support for funding services.

Over the past few years, PCMOW has strengthened its relationship with local officials and community representatives. The Executive Director does and will continue to promote the programs offered through PCMOW by speaking engagements, inviting representatives to attend our centers, networking with officials at various community events, encouraging the community and local officials to volunteer, etc. Each of these avenues gives PCMOW the opportunity to share the challenges from the lack of public transportation and the benefit that transportation for our center activities would bring to our 55+ senior population.

(3) Utilizing software applications to assist with trip scheduling and system planning.

PCMOW currently utilizes a software system, ServTracker, provided by Accessible Solutions. ServTracker is an integrated software solution featuring real time reporting, risk management, reduction in paper and unnecessary redundancies, fiscal savings, lean on-boarding process of clients and client management, and digital service delivery solutions. This software is used to plan out routes for our home delivered meal program. If funding is provided for a transportation bus, this software system would be used for the transportation routes to serve seniors in Pickens County.

(4) See additional funding sources from local officials and community organizations to supplement current funding.

PCMOW is a non-profit organization that is supported through various grants and donations. PCMOW will continue to explore grants that supplement the current funding. We will continue to send appeals to the community and local organizations for support. We have a strong relationship with United Way of Pickens County that offers various avenues of grant support.

(5) Build relationships between human service agency services and Metropolitan Planning Organizations that have expanded their boundaries and now must work together.

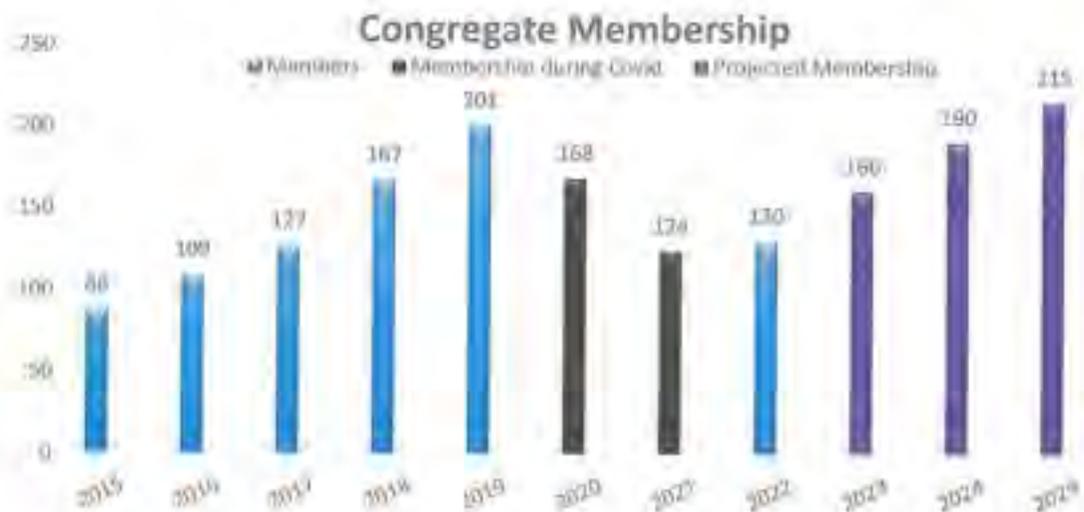
PCMOW strives to strengthen our relations with other local human service agencies in the area, both for partnership opportunities as well as resources for the seniors we serve. We hope to continue and strengthen our relationships with other human service agencies, such as United Christian Ministries, Salvation Army, United Way of Pickens County, Armed Health Cannon Hospital, and Prisma Health Baptist Easley.

Our goal with transportation is to expand our services to seniors in our community by networking with these agencies to provide resources to our senior members as well promote the senior centers to more seniors in the county.

**If score of 70/100 not obtained, application will be rejected.**

3. **(5 points) How** does the project increase or enhance availability of transportation of the targeted population? **Please provide tables, charts, maps, and data to support your assertion.** Estimate the number of people within the target population the project will serve and briefly describe the rationale for the projection – total number of individuals to be served and average number of one-way trips provided (if applicable) per month. If this is building upon an existing service, provide the current number of passenger trips served.

In 2022, PCMOW's senior center anticipates serving approximately 150 unique individuals between the two senior centers located in Liberty and Central. Our largest senior center facility, the McKissick Center in Liberty, could possibly serve 75+ seniors each weekday. The senior center located in Central has the capacity of serving 30-40 seniors each weekday. Currently, we offer transportation to those seniors who are 60+ and who qualify through the Appalachian Council of Governments (ACOG). If funded through this grant, PCMOW will not be restricted by the ACOG approval process and age limitation for transportation. We offer transportation services Monday – Friday. The transportation bus would provide trips to and from the senior centers, two or more times a day, according to the activities that are scheduled.



**If score of 70/100 not obtained, application will be rejected.**

4. (5 points) **How** does the project help meet transportation needs outside this population?

According to the Coordinated Public Transit – Human Services Transportation Plan, the elderly population consists of those individuals who are age 65 and older. Our senior centers are open to any individual who is 55 years and older. With this transportation project, we would be able to extend transportation to those seniors who fall in the age range of 55 and 64, whose age is outside the Human Service Transportation Plan or who are not currently eligible for the Appalachian Council of Governments transportation.

PCMOW has worked previously with Vocational Rehab students with disabilities who perform on the job training at our organization. Transportation is very limited in our area for these individuals. If we are funded, we would be able to provide transportation for these on – the- job-training individuals. PCMOW has hired one part time individual from this program who could benefit from transportation to and from work, and thus relieving the stress and hardship of family to get the individual to work.

**If score of 70/100 not obtained, application will be rejected.**

5. (7 points) Provide a clearly defined budget for the proposed project?

Requested Section 5310 Program Funding Amounts (Scope & Activity Line Item Tree) **Operations – fuel, leases, salary, etc. – is 50% match and Capital – vehicle or equipment purchases, preventative maintenance – is 20% match. Capital must account for ≥ 55% of the total cost:**

Type	Budget Line Item	Total Amount	Federal Match	Local Match
Capital			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
	2023 Ford E350 Trans Star ADA Transp Bus	116,000.00	\$98,600.00	\$ 17,400.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
Operations			\$ 0.00	\$ 0.00
	Preventive Maintenance	1,000.00	\$ 500.00	\$500.00
	Fuel	25,000.00	\$12,500.00	\$12,500.00
	Insurance	1,500.00	\$ 750.00	\$750.00
	Salary	21,000.00	\$ 10,500.00	\$ 10,500.00
			\$ 0.00	\$ 0.00
			\$ 0.00	\$ 0.00
	Total Operations Requested	\$48,500.00	\$ 0.00	\$ 0.00
	Federal Match	\$24,250.00	\$ 0.00	\$ 0.00
	Local Match	\$24,250.00	\$ 0.00	\$ 0.00
		\$ 0.00	\$ 0.00	
		\$ 0.00	\$ 0.00	
<b>Total Requested</b>		<b>\$164,500.00</b>	<b>\$122,850.00</b>	<b>\$41,650.00</b>
			<b>Capital</b>	<b>Operations</b>
<b>Total</b>			<b>\$116000.00</b>	<b>\$48500.00</b>
<b>Percentage</b>			<b>70.5 %</b>	<b>29.5 %</b>

**If application is approved, applicant must provide quarterly reports on operational expenditures at the end of each quarter: March 31<sup>st</sup>, June 30<sup>th</sup>, September 30<sup>th</sup>, and December 31<sup>st</sup> and before the holiday season if applicable.**

**If score of 70/100 not obtained, application will be rejected.**

6. (7 points) Does the project budget list the source(s) of local share? To get initial three (3) points, please provide proof of available funding (either via signed letter from Executive Director or copy of organization's budget). If funds will be obtained via a partnership, please include letters of commitment or intent from partners. One extra point for every letter of commitment, after initial three points awarded.

The local match will be available from the following sources:

Funding Source	Match Amount
Pickens County Meals on Wheels	\$41,650.00
<b>Total</b>	<b>\$41,650.00,00</b>

Kim Valentin of Pickens County Meals on Wheels certifies that the required local match for the Section 5310 Program, which has a period of performance of **October 1, 20\_\_** – **September 30, 20\_\_**, will be available by **October 1, 20\_\_**.

**If score of 70/100 not obtained, application will be rejected.**

7. **(6 points)** What is your long-term commitment to this project to continue the effort beyond the availability of the requested grant resources? If you didn't receive these funds, what would you do to continue offering your services? Along with your written response, please use your three (3) most recent 990s to complete the attached spreadsheet. If you don't have 990s, please provide your charitable organization's Certificate of Existence.

PCMOW's goal is to continue to expand our footprint throughout Pickens County by offering senior services through our senior centers and our home delivered meal program. Our organization has grown leaps and bounds over the last 42 years; and, we intend to continue on that path. We anticipate opening the third senior center in Easley in 2024. Offering flexible transportation to all three sites will give local seniors the opportunity to be engaged with other seniors, take advantage of group exercise programs, and consume a healthy meal with friends. PCMOW is gradually growing, and our organization's board is forward thinking on the continuation of expansion and determining how to offer more services to seniors in our area.

If we do not receive these funds, we will continue to search for other funding opportunities to purchase a transportation vehicle. PCMOW will continue to work with ACOG to provide transportation to and from the centers for those who are qualified and age 60+.

**If score of 70/100 not obtained, application will be rejected.**

9. (7 points) **How** was the for-profit sector involved? **MUST** include **SIGNED** letter of commitment – money or services – from for-profit sector’s contributions to the project (medical care, mental health, education, employment, **public transit**, etc.). One extra point for every letter of commitment/intent/support, after initial three (3) points awarded.

PCMOW has a long history working with local businesses that support the organization with in-kind services, financial contributions as well as volunteerism. We anticipate this relationship to continue to grow as we reach out to the expanding business community. Our letters of commitment are an indication of the strong business connection.

**If score of 70/100 not obtained, application will be rejected.**

10. (6 points) What coordination efforts did the project employ? (More points awarded for multiple shared activities – (1) share vehicles with other agencies, (2) share dispatching or scheduling duties, (3) share in maintenance costs, (4) coordinate client trips, (5) coordinate staff training programs, and (6) other strategies. **MUST** include **SIGNED** letter of commitment/intent/support from employers or other agencies that their clients go to in order to receive services (medical care, mental health, education, employment, **public transit**, etc.). One point for every letter of intent/support, after initial three (3) points awarded.

With the 3<sup>rd</sup> senior center projected to open in 2024, we will be working closely with the YMCA of Pickens County. We anticipate working with their transportation services to assist each other with shared activities and programs for senior clientele.

We will identify other organizations, including the City of Easley, that will be able to assist in providing additional transportation when needed.

**If score of 70/100 not obtained, application will be rejected.**

11. (7 points) Do you provide services in the GPATS area? Include route maps showing the service coverage. Map **NEEDED** to substantiate if service area is within GPATS' boundaries. GPATS offers mapping services. An excel spreadsheet.cvs (**comma delimited**) with your addresses and the name of the location **MUST** be provide in this format before it can be geocoded for mapping. **In column "F," please place the name of the location addressed.** Please allow three weeks for map turnaround.

	A	B	C	D	E	F
1		14600 Silver Hill Rd	Suitland	MD	20746	
2		2 436 15th S	Washington	DC	20003	

Map below shows current congregare members and locations.



**If score of 70/100 not obtained, application will be rejected.**

**(2, (7 points) Explain **how** your agency has the technical capacity to implement this program.**

PCMOW currently utilizes a software system, ServTracker, provided by Accessible Solutions. ServTracker is an integrated software solution featuring real time reporting, risk management, reduction in paper and unnecessary redundancies, fiscal savings, lean on-boarding process of clients and client management, and digital service delivery solutions. This software is used to plan out routes for our home delivered meal program. If funding is provided for a transportation bus, this software system would be used for the transportation routes to serve seniors in Pickens County. PCMOW has 5 administrative staff members that work together with the ServTracker program. Our team has been trained in all aspects of this program and together they will assist with modifications, troubleshooting, and digital service solutions.

**If score of 70/100 not obtained, application will be rejected.**

13. (6 points) Describe **how** the agency will market the project to the target population and promote public awareness of the program.

PCMOW is in constant motion of publicizing our services offered to seniors within Pickens County. Our website ([pcmow.org](http://pcmow.org)) promotes the services that we currently offer. If we are awarded the grant to purchase a transportation bus, then transportation services will be added to our program offerings on the website. PCMOW publishes a newsletter at least twice a year going to over 5000 addresses within the Upstate area. Our centers and program opportunities are promoted through social media, direct mailers, flyers, and through other organizations who are willing to share our program opportunities. We also work closely with local churches, non-profit agencies, and municipalities that help promote our programs and services. We participate in community and promotional events where we will promote our transportation program.

**Projected Timeline of Implementation**

- If awarded, it's anticipated funds for the capital purchase will be expended within 90 days. This projection depends heavily on the market and the availability of transportation buses in our area for purchase.
- Assigned staff members will participate in driver training classes prior to implementing the transportation service.
- From time of award, full implementation is anticipated by 120 days.

**If score of 70/100 not obtained, application will be rejected.**

14. (7 points) Do you have sufficient experience in providing services for the targeted clientele? Provide the number of years the applicant has provided services for its targeted clientele (elderly, low-income populations, and/or individuals with disabilities).

PCMOW's organization was founded in 1980. We began the program serving 10 seniors each weekday and now we serve 375 seniors each weekday. The clients we serve are all over the age of 55 and 90% of those are considered low-income. Of the 375 seniors we serve, 80% of those have some type of disability. PCMOW has grown significantly over the course of 42 years. We continue to serve those seniors in need either at the senior centers or through the homebound meal delivery program. Serving elderly, low-income populations, and/or individuals with disabilities is what we do best.

**If score of 70/100 not obtained, application will be rejected.**

15. (7 points) Does the agency have adequate staff resources to handle the project? Provide information on the number of personnel – existing drivers, administrative staff, etc. – and ongoing training to support this project. Will the agency hire additional personnel to support the project?

PCMOW plans to utilize existing staff to support this project. We currently have 5 full time employees and 7 part time employees with 5 of those employees being administrative staff. We have 4 existing drivers on staff who would be supporting this project. If funded, our agency would be purchasing a transportation bus that holds 15 or less with an ADL. This bus would not require a CDL license, however, we would send those 4 employees through a driver safety training class.

**If score of 70/100 not obtained, application will be rejected.**

16. (6 points) Does the agency display the ability to maintain project outcomes including vehicles, infrastructure, etc.? Describe the agency's vehicle maintenance program (if applicable), addressing the following: (1) pre-trip inspections, (2) preventive maintenance; and (3) routine maintenance. What's your contingency plan for when equipment is out of service?

PCMOW has the ability to maintain project outcomes through our ServTracker software system. ServTracker will track all individuals served, dates served, route times, etc. through the transportation service. PCMOW currently has 5 non-commercial vehicles that we have on a maintenance program. PCMOW follows a pre-trip inspection checklist that is completed prior to any departure from our facility. The preventive maintenance table is currently followed for our existing vehicles. The preventive maintenance table and pre-trip inspection checklist will be implemented for the transportation bus. Both documents are included. If funded, PCMOW will create a contingency plan that will be a collaboration with other agencies such as the City of Easley and the YMCA of Pickens County who have assisted us in the past with transportation. PCMOW could also utilize two of our smaller passenger vans for back up transportation.



Greenville County Planning Department

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

Attachment 6

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** GPATS 2023-2028 Transportation Improvement Program – AC#1

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Please find **Attachment 6.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2023 through 2028. This proposed Amendment version will be known as AC #1.

At the request of SCDOT, the following changes are being made to the TIP:

- Addition of FY2022 Recreational Trails Program awards:
  - City of Clemson - \$100,000
  - Conestee Nature Preserve - \$60,000
  - City of Mauldin - \$66,000
- Increase in Construction for Non-Guideshare Safety Program
  - Woodruff Road Road Safety Assessment Improvements - \$3,691,000
  - Various small increases in funding for intersection operational improvements
- Addition of FY2022 LowNo Grant award to CATbus for \$3,170,000
- Addition of FY2022 RAISE Grant award to GTA/Greenlink for \$5,845,300
- Addition of FTA Section 5310 Applications (pending approval)
  - GTA/Greenlink: \$160,000
  - CATbus: \$123,200
  - Pickens County Meals on Wheels: \$122,850
- Removal of TA Project for City of Easley, Brushy Creek Greenway
- Addition of Special Allocations for current TA Projects (pending approval)
  - Anderson County/School Dist Four – \$214,596.80
  - City of Fountain Inn - \$447,972

**The TIP has been advertised from September 25<sup>th</sup> through October 17<sup>th</sup>. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the GPATS 2023-2028 Transportation Improvement Program, Amendment AC #1, which will be submitted for adoption into the Statewide Transportation Improvement Program (STIP).**

**GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2023-2028 FINANCIAL STATEMENT**

**DRAFT Amendment Version AC 1 DRAFT**

**TIP Approved 05/16/2022 | AC #0 Approved 05/16/2022**

(COST IN THOUSANDS)	TIP								TIP COST (2021-2026)
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028		
GUIDESHARE ALLOCATION	\$20,644	\$20,644	\$20,644	\$20,644	\$20,644	\$20,644	\$20,644	\$20,644	\$123,864
DEBT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SCDOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)			(\$2,250)
<b>ALLOCATION AVAILABLE FOR PROJECTS</b>	<b>\$20,494</b>	<b>\$20,494</b>	<b>\$20,494</b>	<b>\$20,494</b>	<b>\$19,744</b>	<b>\$19,744</b>	<b>\$20,644</b>		<b>\$121,614</b>
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$ 7,783	\$ 28,277	\$ 7,783	\$ 12,627	\$ 14,666	\$ 4,660	\$ 22,254		
<b>GUIDESHARE SUBTOTALS</b>	<b>\$ -</b>	<b>\$ (11,700)</b>	<b>\$ (15,650)</b>	<b>\$ (18,455)</b>	<b>\$ (29,750)</b>	<b>\$ (2,150)</b>	<b>\$ (1,800)</b>		<b>(\$79,505)</b>
SCDOT GUIDESHARE ADVANCEMENT									
GUIDESHARE PAYBACK									
<b>BALANCE</b>	<b>7,783</b>	<b>28,277</b>	<b>37,071</b>	<b>12,627</b>	<b>14,666</b>	<b>4,660</b>	<b>22,254</b>	<b>41,098</b>	<b>41,098</b>

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

\* - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY

\*\* - ENVIROMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)

\*\*\* - Projects to be merged with I-85 @ I-385 Design/Build

\*\*\*\* - Projects may be combined for cost saving, if possible.

\*\*\*\*\* - Advance construction (AC) is not additional funding it is illustrative of the advancement

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED	REMOVALS IN NEXT HIGHLIGHTED
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FY21-26 GUIDESHARE SUMMARY		
REVENUES	ALLOCATION	\$123,864
	CARRYOVER	\$7,783
EXPENDITURES	PROJECTS	(\$79,505)
	DEBT	\$0
	OTHER	(\$2,250)
<b>BALANCE</b>		<b>\$41,098</b>

*Amounts shown in Italics are Non-Guideshare funds*

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
		DEBT SERVICE	\$ 67,048	\$840									STBGP CRRSAA

**Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates**

37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS	1,548											STBGP
37728RD02		ALEX RD	2,043										Fully Obligated	
37728RD03		JIM HUNT RD JAMESON RD	239 P, R			2,000 C								
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,650 P 2,200 R 13,000 C 1,750 C											STBGP  <i>Safety</i>
39660RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	750 P 1,500 R *****9,500 C-AC 6,778 C-ACC 2,722 C-ACC											STBGP   CRRSAA
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P 1,200 R 9,800 C											STBGP
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 7,750 C 1,000 C											STBGP   <i>Safety</i>

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			
<b>Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.</b>													
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-AC	10,000 C-ACC			\$15,500		STBGP
P030554	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P			1,900 R	2,500 C 8,500 C-AC	8,500 C-ACC			\$12,900	ON HOLD	STBGP
P028743		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	4,900 P		8,750 R *****28,350 R-AC	9,450 R-ACC	9,450 R-ACC	9,450 R-ACC			\$37,100	76,000	STBGP
P039274		GARLINGTON ROAD FROM SC-146 TO PELHAM ROAD			300 PL						\$300		STBGP
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)			500 PL	TBD	TBD				\$500		STBGP
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)			500 PL	TBD	TBD				\$500		STBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)					40 PL				\$40		STBGP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)					60 PL				\$60		STBGP
	6	WADE HAMPTON FROM PINE KNOLL DR TO REID SCHOOL RD							200 PL				STBGP
		SC-296 REIDVILLE ROAD SC-290 TO SC-146 (WOODRUFF ROAD)			100 PL						\$100		SPATS STBGP
<b>Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>													
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STBGP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STBGP
	2	HAYWOOD ROAD AND PELHAM ROAD			250 PL	TBD	TBD				\$250		STBGP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD			250 PL	TBD	TBD				\$250		STBGP
	4	WHITEHORSE RD / W. BLUE RIDGE RD					25 PL	TBD			\$25		STBGP
	4	E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY					35 PL	TBD			\$35		STBGP
	4	LAURENS RD / WOODRUFF RD							50 PL	TBD	\$50		
	7	RUTHERFORD RD / JAMES ST AND W EARLE ST							50 PL	TBD	\$50		
	9	SC-8 / MURRAY ST							50 PL	TBD	\$50		

GUIDESHARE PROJECTS CONTINUED												
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP					TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
<b>Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>												
		Mauldin Golden Strip Gateway			150 PL	TBD	TBD				\$150	STBGP
		Clemson-Central Green Crescent Connector				150 PL	TBD	TBD			\$150	STBGP
		Augusta Street Area Bike Network				200 PL	TBD	TBD			\$200	STBGP
		City of Easley Doodle Trail Extension				150 PL	TBD	TBD			\$150	STBGP
		City of Greer and Taylors Greenway					25 PL	TBD			\$25	STBGP
		Travelers Rest Area Bike/Ped Network Expansion					20 PL	TBD			\$20	STBGP
			-	-	\$ 150	\$ 500	\$ 45	\$ -	\$ -	\$ -	\$ 695	
<b>Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>												
		GTA - Greenlink Capital				900	900	900	900	900	\$4,500	STBGP
		CAT - Clemson Area Transit Capital				900	900	900	900	900	\$4,500	STBGP
			-	-	\$ -	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 5,400	
<b>Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>												
P028935		US 123, Easley	122									STBGP
P028961		Pelham Road, Greenville	122									STBGP
		US 276 (Cherrydale), Greenville/Greenville County		80								STBGP
P029726			55									STBGP
P033666		SC 93, Clemson	50									STBGP
P033665		US 276 - West Butler Road, Mauldin	55									STBGP
		Fairview Road, Simpsonville		90								STBGP
		East Butler Road, Mauldin		70								STBGP
		Signal Retiming Allocation	900	150	150	150	900	900	900	\$2,250		
		Signal Retiming Balance	496	406	556	706	856	1756	2656	3556	3556	UNDER BUDGET
<b>GUIDESHARE SUBTOTALS</b>			<b>\$ 57,042</b>	<b>\$ -</b>	<b>\$ 11,700</b>	<b>\$ 15,650</b>	<b>\$ 18,455</b>	<b>\$ 29,750</b>	<b>\$ 2,150</b>	<b>\$ 1,800</b>	<b>\$ 79,505</b>	

**NON-GUIDESHARE PROJECTS**

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255										ARC See TAP Section Local/Greenville Co
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C										APPALACHIAN REG.
	SC-93 AT CLAYTON ST - TOWN OF CENTRAL	299 C 365 P,R,C										APPALACHIAN REG. Local
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100										RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76										RTP
P038477	CLEMSON BIKING & WALKING TRAIL - SEGMENT 2	250 P 250 P	30 R 30 R	220 C 220 C						\$440		ARC Local
P308375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,000 P	565 R 692 C		2,211 C					\$2,211		EARMARK LOCAL
42551	WOODSIDE STREETScape	59 R	107 C 313 C 310 C									ENHANCEMENT ARC Local
P28052000920	PARALLEL SWAMP RABBIT TRAIL IN UNITY PARK	125 P,R,C										SCRTP
P28052001020	GREEN CRESENT TRAIL, CLEMSON PARK LOOP	125 P,R,C										SCRTP
P28052100921	BOLICK/CANNON TRAIL - TOWN OF CENTRAL RECREATION DEPT	125 P,R,C										SCRTP
P28052101021	THE PAVILION MINIATURE RAIL-TRAIL - GREENVILLE COUNTY PARKS AND REC	125 P,R,C										SCRTP
P28052200922	GREEN CRECENT TRAIL, GATEWAY PARK CONNECTOR - CITY OF CLEMSON		100 P,R,C									SCRTP
P28052201122	CONESTEE PARK MOUNTAIN BIKING - CONESTEE NATURE PRESERVE		60 P,R,C									SCRTP
P28052201322	GILDER CREEK MULTI-USE TRAIL - CITY OF MAULDIN		66 P,R,C									SCRTP
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60	100 P 3,000 C										SAFETY/HSP
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL	REPLACEMENT 1,014 P		3,286 R,C						\$3,286		BRIDGE REPLACE
P038260	BRIDGE S-23-154 OVER HUFF CREEK - GRVL	REPLACEMENT 1,000 P	125 R		4,325 C					\$4,325		BRIDGE REPLACE
P037701	BRIDGE S-23-125 OVER SALUDA RIVER - GRVL	REPLACEMENT 1,191 P,R	3,063 C									BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON	REPLACEMENT 600 P				30 R	\$2,320 C			\$2,350		BRIDGE REPLACE
P037693	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS	REPLACEMENT 1,841 P,R,C										BRIDGE REPLACE
P037696	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS	REPLACEMENT 1,797 P,R,C										BRIDGE REPLACE
P041233	BRIDGE US-123 SB OVER GEORGES CREEK - PKNS	REPLACEMENT	367 P	11,541 C								BRIDGE REPLACE
P041232	BRIDGE US-124 OVER GEORGES CREEK -PKNS	REPLACEMENT	367 P	7,383 C								BRIDGE REPLACE
P041231	BRIDGE US-183 OVER TWELVE MILE CREEK -PKNS	REPLACEMENT	367 P	10,365 C								BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK	REPLACEMENT	101 P									BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK	REPLACEMENT	101 P									BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER	REPLACEMENT	101 P									BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARRIS RD) OVER BRUSHY CREEK	REPLACEMENT	890 P									BRIDGE REPLACE
P038771	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER	REPLACEMENT	890 P									BRIDGE REPLACE
2022	SC-124 OLD EASLEY HWY OVER SALUDA RIVER (GRVL)		41 P									STATEWIDE PM
2022	SC-418 OVER HUFF CREEK (GRVL)		100 P									STATEWIDE PM
2022	US-29 WADE HAMPTON BLVD OVER MTN CREEK (GRVL)		83 P									STATEWIDE PM
2022	US-276 GREER HWY OVER MIDDLE SALUDA RIVER (GRVL)		62 P									STATEWIDE PM
2022	SC-8 EASLEY HWY OVER US-29 (ANDERSON)		41 P									STATEWIDE PM
2022	SC-81 ANDERSON RD OVER SALUDA RIVER & S-4-143 (ANDERSON)		100 P									STATEWIDE PM
2022	SC-146 N HWY OVER ENOREE RIVER (SPBG)		100 P									STATEWIDE PM
2022	SC-135 DACUSVILLE HWY OVER SHOALS CREEK		45 P									STATEWIDE PM
P030817	S-23-279 (Reid School Rd)	1,675 R,C										SAFETY
P037191	SC-146 Corridor (S-23-183 to S-23-654)	300 P	50 R 3,691 C									SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)	2,350 P,R,C										SAFETY
P039376	Intersection Improvement S-83 (Old Grove Rd) / L-27 (Bracken Rd)	300 P,R	2,000 C									SAFETY
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)	350 P,R	2,000 C									SAFETY
P039384	Intersection Improvement SC-135 (Dausville Hwy) / S-95 (Jameson Rd)	200 P	100 R	2,000 C						\$2,000		SAFETY
P039386	Intersection Improvement SC-81 (Anderson Rd) / S-23-327 (Old Dunham Bridge Rd)	200 P	1,050 R,C									SAFETY
P039387	Intersection Improvement US-29 / S-4-96 (Welcome Rd)	250 P	272 R	2,000 C						\$2,000		SAFETY
P041029	Intersection Improvement SC-81 (Anderson Rd) / L-183 (McNeeley Rd)		150 P	500 C						\$500		SAFETY
P041033	Intersection Improvement SC-81 (Anderson Rd) / L-912 (Cely Ln)		150 P	500 C						\$500		SAFETY
P041412	Intersection Improvement SC-20 with S-23-260			150 P	50 R	600 C				\$800		SAFETY
P041430	Intersection Improvement SC-290 (Locust Hill) / S-23-173 (Tigerville Rd)		200 P	75 R	2,000 C					\$2,075		SAFETY

**NON-GUIDESHARE PROJECTS CONTINUED**

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP					TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING	
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027				FY 2028
P041416	Operational Improvement US-276 with S-3			150 P	50 R	600 C				\$800		SAFETY
P041418	Operational Improvement US-123 with SC-124			150 P	50 R	600 C				\$800		SAFETY
P041419	Operational Improvement SC-81 with S-23-149			150 P	50 R	600 C				\$800		SAFETY
P041423	Operational Improvement S-540 with L-1969			250 P	650 R,C					\$900		SAFETY
P041052	Intersection Improvement SC-183 (Farris Bridge Rd) / S-39-55 (Ireland Rd)		200 P	50 R	1,500 C					\$1,550		SAFETY
P041055	Intersection Improvement US-25 / US-25 Conn		250 P	100 R	1,700 C					\$1,800		
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)	250 P		50 R	2,000 C					\$2,050		SAFETY
P037885	RSA US-29	500 P		50 R	4,000 C					\$4,050		SAFETY
P030236	SC-291 N Pleasantburg Dr and White Oak Dr	150 C										SAFETY
	US-29 CORRIDOR SIGNAL RETIMING	3,000										NHS/IM
P027368	I-85 (WIDENING FROM NEAR SC153 (EXIT 40) TO NEAR SC-85 (EXIT 69))	65,720 P,R,C							10,000 C 714,500 AC \$704,500 ACC	\$10,000 \$714,500 \$704,500		NHS/IM
0038111	I-85 @ I-385 (EXIT 51)	12,000 P 270,000 C							Fully Obligated			NHS/IM SIB
P038111	I-85 @ Rocky Creek Bridge	1,200 P 44,000 C										NHS/IM
<b>EXEMPT SUBTOTAL</b>		<b>\$417,012</b>	<b>\$ 18,069</b>	<b>\$ 38,970</b>	<b>\$ 18,586</b>	<b>\$ -</b>	<b>\$ 30</b>	<b>\$ 2,320</b>	<b>\$714,500</b>	<b>\$774,406</b>	<b>\$ -</b>	

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

Transit Projects														
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SUMMARY 2022*	Current FY		TIP (Extrapolated)				FUNDING
								FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
	GREENVILLE URBANIZED AREA (CA)	3,311	3,354	3,431	3,483	4,472	18,052	4,472	4,472	4,472	4,472	4,472	4,472	FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,424	2,323	2,314	2,294	2,921	10,550	2,921	2,921	2,921	2,921	2,921	2,921	
	Capital	461	42		341		844							
	Operating	509	1,580	627	609	1,196	4,522							
	Enhancements/Improvements					28								
	ADA	242			229	292	472							
	Planning Administration		232	231			464							
	Preventative Maintenance	1,212	468	1,456	1,114	1,405	4,250							
	Clemson Area Transit	888	1,032	1,117	1,190	1,551	5,776	1,551	1,551	1,551	1,551	1,551	1,551	
	Capital		0											
	Operating	395	613	380	476	837	2,701							
	Enhancements/Improvements													
	ADA													
	Planning Administration/Security	9	10	11	12	12	54							
	Preventative Maintenance	483	409	726	702	702	3,021							
	GREENVILLE URBANIZED AREA (PL)	160	160	160	160	160	800							FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,593	1,614	1,647	1,931	2,666	9,451	875						FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	349	386	402	408	583	2,128	356						FTA SECTION 5310
	-- Senior Solutions		253				253							
	--Greenville Transit Authority					160	160							
	--Clemson Area Transit					123	123							
	--Pickens County Meals on Wheels					123	123							
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	398	364	380	356	341	1,838	277						FTA SECTION 5339
	-- GTA Capital Purchase	291	252	256	234	223	1,256	197						
	-- CAT Capital Purchase	107	112	123	122	118	582	80						
	-- CAT Low/No Grant					3,170	3,170							5339(c)
	-- GTA Low/No Grant			5,277			5,277							5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT	11,000					11,000							5339(b)
	STATE MASS TRANSIT FUNDING	546	505	405	511	520	2,487	342						SMTF
	-- GTA SMTF	447	400	316	399	407	1,969	243						
	-- CAT SMTF	99	105	89	112	113	518	99						
	SCDOT Vehicle Replacement Initiative													FTA SECTION 5307
	-- GTA Capital Purchase													SMTF
	-- CAT Capital Purchase													5307
														SMTF
	CARES ACT			14,382			14,382							FEDERAL CARES ACT
	-- GTA													
	Greenville UZA			6,552			6,552							
	Mauldin-Simpsonville UZA			4,669			4,669							
	-- CAT													
	Greenville UZA			3,161			3,161							
	AMERICAN RESCUE PLAN ACT 21				533		533							ARP ACT - 5307
	-- GTA													
	Greenville UZA				351		351							
	-- CAT													
	Greenville UZA				182		182							
	Coronavirus Response and Relief Supplemental Appropriations ACT				70		70							CRRSAA-5310
	AMERICAN RESCUE PLAN ACT 21				70		70							ARP ACT - 5310
	GREENLINK - HUMAN TRAFFICKING GRANT		21				21							FTA
	CA41/SCDDSN - Mobility for All Grant			326			326							FTA
	GREENLINK - RAISE GRANT					5,845	5,845							USDOT RAISE
	<b>FTA SUBTOTAL</b>	<b>6,357</b>	<b>6,404</b>	<b>26,411</b>	<b>7,521</b>	<b>8,742</b>	<b>53,711</b>	<b>6,322</b>	<b>4,472</b>	<b>4,472</b>	<b>4,472</b>	<b>4,472</b>	<b>4,472</b>	

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

Transportation Alternatives													
PIN #	TA			Previous Obligations	FY 2022	TIP					TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
	Year	Priority	Jurisdiction/Projects			FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
	2013	5	City of Easley Brushy Creek Greenway Phase 1&2	534									TAP 20% Local Match
P029891	2014	1	City of Greenville Woodruff Road Sidewalks	361								Completed	TAP 20% Local Match
P030103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	250		215							TAP 20% Local Match
26998	2015	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
P038476	2016	1	City of Greenville Haywood Road Sidewalks	400								Completed	TAP 20% Local Match
P038173	2017	2	City of Fountain Inn Woodside Park Connector	351		448							TAP 20% Local Match
P041351	2019	1	Town of Central Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	643									TAP 20% Local Match
*Funding has not been verified													
TA OBLIGATION				(3,784)	0	(663)	0	0	0	0	0		
ANNUAL TA ALLOCATION					1,299	656	656	656	656	656	3,937		
FUNDING ADVANCEMENT				1,244	622	622	622						
ADVANCEMENT REPAYMENT					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)		
BALANCE				(2,541)	(1,242)	(1,248)	(592)	(558)	(523)	(489)	(455)		
TA TOTAL					0	663	0	0	0	0	0		
FY 2023-2028 TIP GRAND TOTAL						\$26,811	\$57,655	\$38,708	\$22,927	\$34,252	\$8,942	\$720,772	\$883,257

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



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Attachment 7

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** GPATS Horizon2045 LRTP Update

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The Staff has progressed with the LRTP Update with all due speed but requires additional time to process the new projects to achieve a “fiscally constrained ranking” as required by Federal Regulations.

Please find **on the front page** at [www.GPATS.org](http://www.GPATS.org) the initial and very incomplete DRAFT document of the GPATS Horizon2045 Long-Range Transportation Plan (LRTP) Update. This document has been presented for review and comment by the GPATS Study Team and is being updated as our process continues. Also, on the website, please find the final report of the MetroQuest Survey.

After discussion with GPATS Chairman Rex Rice, Staff will present the DRAFT LRTP document to the Policy Committee on October 17<sup>th</sup> for their review. We will then have a **called Study Team Meeting on October 24<sup>th</sup>**, which will be done virtually, and a **called Policy Committee Meeting on November 14<sup>th</sup>**, also virtually, to handle the final review and adoption.

The Policy Committee is requested to review the document and provide feedback to Staff on the information provided, but please note that there is still much to add, including project lists and rankings. Please contact Staff with any needs for printed draft documents or questions.

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



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Attachment 8

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** GPATS CY2023 Meeting Schedule

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The proposed meeting dates for Calendar Year 2023 are as follows:

<b>Study Team</b> (typically meets three weeks prior to Policy Committee):	<b>Policy Committee:</b>
January 30	February 27
April 17	May 15
July 17	August 21
September 18	October 23

The meeting location and times are tentatively remaining the same for Greenville County Square, Suite 400, at 10:00 a.m.; however, the meeting location and possibly date may change with the completion in early 2023 of the new County Administrative Building. Staff will update the Chairman and the Policy Committee when changes become known.

**The Policy Committee will be requested to approve the meeting schedule for the 2023 Calendar Year for the Policy Committee and Study Team.**



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Attachment 9

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** Called Meetings for approval of Horizon2045 LRTP and TIP AC#2

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As mentioned in the Horizon2045 LRTP item, Chairman Rice has authorized a set of Called Meetings:

- Study Team, October 24, 2022
- Policy Committee, November 14, 2022

These meetings will be held virtually to ensure a Quorum of Voting Members. The meetings will be short to address two important items:

- Passage of the GPATS Horizon 2045 Long-Range Transportation Plan
- Approval of the GPATS TIP Amendment AC #2 for approx. \$65 million for 15 Closed and Load Restricted Bridge Replacements.

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



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Attachment 10

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** October 17, 2022

**SUBJECT:** Outgoing Policy Committee Members

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GPATS would like to recognize the Policy Committee members who will leave their roles at the end of the year.

- Representative Garry Smith
- Representative West Cox
- Greenville County Councilor Willis Meadows
- Greenville County Councilor Xanthene Norris

Pending additional changes to the Policy Committee for changes yet unknown, those that will occur due to the General Election in November, and changes to appointments by County Council and Legislative Delegation Chairs, Staff will establish a new list of Policy Committee Members prior to the meetings in 2023.

We thank those who have participated in GPATS for their service!

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