

<p>AGENDA GPATS POLICY COORDINATING COMMITTEE October 15, 2018 301 University Ridge, Suite 400 - Greenville County Square 10:00 a.m.</p>

- | | | |
|----------------|---|--|
| | 1. CALL TO ORDER / WELCOME AND INTRODUCTIONS | <i>Chairman
Councilman Butch Kirven</i> |
| action: | 2. APPROVAL OF THE AUGUST 20, 2018 COMMITTEE MINUTES | <i>Attachment 1
Chairman
Councilman Butch Kirven</i> |
| | 3. PUBLIC COMMENT | <i>Chairman
Councilman Butch Kirven</i> |
| | 4. SCDOT PROJECT STATUS UPDATE | <i>Attachment 2
Casey Lucas
SCDOT Project Manager</i> |
| action: | 5. GPATS BY-LAWS CONSOLIDATION AND UPDATE | <i>Attachment 3
Keith Brockington
GPATS Transportation Manager</i> |
| action: | 6. GPATS TRANSPORTATION PERFORMANCE MEASURES UPDATE | <i>Attachment 4
Brennan Hansley
GPATS Transportation Planner</i> |
| action: | 7. FTA SECTION 5310 (ELDERLY AND DISABLED) APPLICATIONS | <i>Attachment 5
Asangwua Ikein
GPATS Transit Planner
& Grants Manager</i> |
| action: | 8. GPATS TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT AC#4 | <i>Attachment 6
Keith Brockington
GPATS Transportation Manager</i> |
| action: | 9. UPWP SPECIAL STUDIES ENDORSEMENTS | <i>Attachment 7
Keith Brockington
Councilman Fred Payne
James Keel / Nicole McAden</i> |
| action: | 10. CALENDAR YEAR 2019 MEETING SCHEDULE | <i>Attachment 8
Keith Brockington
GPATS Transportation Manager</i> |
| | 11. NEW BUSINESS | |
| | - ACKNOWLEDGEMENT OF OUTGOING MEMBERS | |
| | 12. ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
August 20, 2018
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Butch Kirven, Representative Burns, Representative Smith, Representative Loftis, Senator Rice, Councilor Norris, Councilor Meadows, Councilor Hudson, Councilor Payne, Commissioner Davis, Commissioner Willard, Mayor Durham, Mayor Cook, Mayor Petersen, Mayor Danner, Mayor Bagwell, Mayor Curtis, Mayor Raines, Mayor Lee, Mayor White, Mayor Amidon, Addy Matney, and Keith Brockington

OTHERS PRESENT: P. Gucker, S. Holt, B. Hansley, A. Ikein, H. Hahn. D. Montgomery, H. Gamble, C. Lucas, S. Amell-Jackson, D. Dryhaug, M. Holden, P. Phillips, L. Estep, R. Sloan, and J. Horton

CALL TO ORDER/WELCOME

Chairman Kirven called the meeting to order at 10:04 a.m.

APPROVAL OF THE MAY 21, 2018 COMMITTEE MEETING

MOTION: By Representative Smith to approve the minutes of the May 21, 2018 Committee meeting as presented. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Casey Lucas introduced herself as Tommy Elrod's replacement with SCDOT. She directed everyone's attention to the form included in the agenda packet and explained the fields. She addressed the Committee members with a brief update of projects.

Ms. Lucas answered questions regarding the Hampton Avenue Bridge. SCDOT needs one signature to be able to continue with the project. Greenville County is currently working with the property owner regarding an easement.

Ms. Lucas was asked about the SC-153 Extension cost and completion date. She advised she would send this information to those with questions after the meeting.

Ms. Lucas made herself available for any questions.

WOODRUFF ROAD CONGESTION RELIEF PROJECT UPDATE

Freddy Kicklighter with Infrastructure Consulting & Engineering (ICE) addressed the Committee members with a PowerPoint presentation on the current status of the Woodruff Road Congestion Relief Project with several alternatives that are currently under further study. He stated each of these alternatives does not improve Woodruff Road to the desired level of service for the future. The suggested alternatives currently have the level of service at level "E"; this is still within acceptable guidelines by FHWA.

- Alternative 1 (Partial Widen WR) cost estimate \$54,500,000.00
- Alternative 2C (2-lanes) cost estimate \$96,800,000.00
- Alternative 3C (2-lanes) cost estimate \$125,900,000.00
- Alternative 6C (4-lanes) cost estimate \$102,200,000.00
- Alternative 6D (4-lanes) cost estimate \$118,000,000.00

Mr. Kicklighter stated there is currently \$41.3 million of GPATS funds allocated to the Project. He advised the Committee FHWA will not approve the environmental document on this project unless funding is available.

Question was asked regarding additional funding.

Mr. Brockington advised Greenville County has applied to the State Infrastructure Bank for \$72 million to extend and enhance this project. He is expecting to receive their decision by September for the October Policy Committee meeting. The other option is the possibility that part of the funding for the I-85/Woodruff Road Widening maybe able to be used. He stated this project is not ranked but could supersede other Guideshare projects. Currently the funding available would only allow for alternatives 1 and 2C.

After further discussion, Chairman Mr. Kirven thanked Mr. Kicklighter for the presentation.

GPATS BY-LAWS CONSOLIDATION AND UPDATE

Keith Brockington addressed the Committee members regarding updating the GPATS By-Laws. At the May Policy Committee meeting, GPATS staff was directed to coordinate with FHWA to discuss the requirements of Study Team formalization and voting. Staff determined no formal vote by the Study Team was required, so long as what process exists is well defined in consolidated GPATS By-Laws. Mr. Brockington went over the attachment included in the agenda packets.

After a brief discussion Chairman Mr. Kirven reminded the Committee members that at some point the by-laws will need to be adopted due to the Federal requirements.

MOTION: By Representative Loftis, to hold the item until the next Committee Meeting. The motion carried unanimously by voice vote.

GPATS TRANSPORTATION PERFORMANCE MEASURES UPDATE

Brennan Hansley addressed the Committee members with a PowerPoint presentation updating the TPMs (Transportation Improvement Measures). She stated targets will be set and adopted at the State and MPO level as required by the Federal Government. She reviewed information presented last year and followed up with new targets that have been announced by the State. Ms. Hansley stated once the State has announced their targets, GPATS will have 180 days to set its own targets or adopt the State's targets.

Targets for three new performance measures have been announced and another is up for review. Safety targets must be monitored and reported annually. GPATS adopted the State's targets in November 2017 and must now decide if the targets need to be modified. The new performance measures in question are:

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

FTA SECTION 5310 (ELDERLY AND DISABLED) FUNDING CALL FOR PROJECTS UPDATE

Keith Brockington addressed the Committee members regarding a call for projects under Section 5310 funding. GPATS is the designated recipient and responsible for the allocation of the Federal Transit Administrations Section 5310 funding which is available to providers of transit service for elderly, disabled, and for job access. He stated currently there was \$1,011,761.43 available for applications. Staff has advertised to solicit applicants through the month of August, with the intent to bring a recommendation to the Study Team in September for October approval by Policy Committee. He advised Asangwua Ikein is overseeing the project and anyone who is interested in applying, or who may know of agencies qualified to apply may contact him.

HORIZON2040 LONG-RANGE TRANSPORTATION PLAN FINAL DOCUMENT UPDATE

Keith Brockington addressed the Committee members on the Horizon2040 Long-Range Transportation Plan final document. Staff has been working with Kimley-Horn and Associates to clean up and finalize the document for clarification, readability, additional ranking and analysis data. The completed document with the exception of one appendix is available online at GPATS.org. Staff is having the main document printed in limited quantities. The document will be mailed to Policy Committee members when completed.

NEW BUSINESS

SCDOT Commissioner Davis updated the Policy Committee with a report on the first year progress of the ten year SCDOT plan. He stated SCDOT has exceeded their goals for the first year and the Commission was looking forward to the continued progress in the upcoming year.

Chairman Kirven reminded everyone the next Policy Committee meeting will be held on October 15th.

Council member Mr. Payne advised a report he has been working on concerning the Feasibility Study of Traffic Congestion Mitigation using an Automated Transport Network will be presented to the Policy Committee at the October meeting.

ADJOURNMENT

MOTION:

Without objection Chairman Kirven adjourned the meeting at 11:45 a.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

 PROJECT SCOPE			 CURRENT STATUS	 PAST NOTE SUMMARY	 NEW COMMENTS
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 ROW Current Let Date: 2/2019	Utilities completed	V&M plans are circulating for final QA closeout, environmental document is still being re-evaluated, & two additional ROW permissions are needed.
SC 183/ Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a roundabout.	On Hold	project on-hold per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183)	
SC 153 Extension	0039309	Easley - extend SC 153 from US 123 to Saluda Dam Road, a distance of 3 miles, including new bridges over Norfolk-Southern railroad and Hamilton Creek.	Est. Completion: 12/2020	Corps of Engineer's permit secured July 2017; permit conditions include purchasing 330 acre mitigation site and executing/recording the protective covenants prior to any construction activities that would impact jurisdictional areas. Awarded to Thrift Development 11/2017 (\$19,273,630.00). NTP issued 3/2018	Mitigation impacts- \$770K & 3 months construction delay.
Salters Road	0038112	Greenville County - widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85	completed	Let 11/2015 & awarded to Flatiron-Zachry A Joint Venture (\$12,858,515.28). Project is completed and closeout documents have been submitted.	
US 178 Ann Street	0039542	City of Pickens - reconstruct Ann Street from Main Street to Town Creek Bridge and improve intersection at Jones Ave.	completed	Let 12/2016 & awarded to Thrift Development (\$3,618,664.28). Project completed 4/2018, two months ahead of schedule & under budget.	
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 ROW Current Let Date: 2/2019	The ROW acquisition process and utility coordination are underway. With input from District 3, the let date has been moved +3 months to certify utilities.	
SC 14 improvement	0041443	Greenville County - between Five Forks Road and Bethel Road; add dual left turn lanes at Five Forks Road and at Bethel Road, improve the Five Forks Rd/Parkside Drive intersection, and add one lane in each direction to SC 14 between the two intersections	Est. Completion: 12/2019	let 11/2017 & awarded to Eagle Construction (\$3,010,283.62)	Signs have been placed and clearing and grubbing starting soon.
Roper Mountain Road	0041471	Greenville County - Improvements between RMR Ext. and I-85; widen to 5 lanes with curb/gutter/sidewalk from near RMR Ext. to Blacks Drive, and to 3 lanes for the remainder. Design by HDR.	In ROW Current Let Date: 5/2019	ROW certified 1/2018. Utility coordination underway. In order to certify utilities, Duke Energy needs to acquire new ROW and easements before their relocation plan can be submitted. Duke's estimated completion time is 6 months. The let date has been moved +7 months.	
Roper Mountain Rd. Extension	0041472	Greenville County - Improvements between Pelham Road and Roper Mountain Road in Greenville County; 3 lanes with curb/gutter/sidewalk. Design by HDR.			
Woodruff Road Parallel	P028743	The purpose is to reduce congestion on Woodruff Road; tentative limits are from the Woodruff Rd./Mall Connector Road area to the Woodruff Rd./Smith Hines Rd. area, but NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering.	In NEPA Process Current Let Date: TBD	Anticipate R/W acquisitions in 2020 & 2021 and construction beginning in 2022 & 2023, subject to inclusion of adequate construction funding in the GPATS TIP	
SC 153 Intersection Improvement	P028744 P037434	Powdersville - Intersection improvements at SC 153 & S-143 River Road and SC 153 at S-94 Old Pendleton Road	In ROW Current Let Date: 7/2019	Project in the ROW phase as of 5/2018	
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.	Securing a Consultant Current Let Date: TBD	PE increased \$1M to cover PE cost	A road on-call consultant was selected, and the SCDOT Contracts Office is moving forward with approvals before moving into negotiations.
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.	

GPATS TIP/ Guideshare

	 PROJECT SCOPE			 CURRENT STATUS	 PAST NOTE SUMMARY	 NEW COMMENTS
Interstate	I-85/I-385 Interchange	0038111	Greenville County - A design-build project to upgrade the I-85/I-385 interchange and to complete the 6-laning of I-385 between Butler and Roper Mountain Road.	<i>Est. Completion: 12/2019</i>	Awarded to Flatiron Constructors/Zachry Construction Corp Joint Venture (\$231,116,087.00) . Construction began late 1/2016.	
	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-385 Pavement Rehabilitation	P027223	Greenville County - Rehab and resurface I-385 from near Stone Avenue to Roper Mountain Rd.	In Construction	Let 5/2016 but no bids received; re-let 8/2016. Awarded to: Sloan Construction (\$24,465,783.66). Construction began late 2016. A construction change order has been completed (surveys and cross slope correction plan)	
	I-85/SC 290 Interchange	P027379	Spartanburg County - convert the existing diamond interchange to a diverging diamond and improve the ramps. Design by Kimley-Horn & Associates.	In Preliminary Engineering	tentative construction 2021	
	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.	<i>Est. Completion: 8/2021</i>	Awarded to: Blythe/Zachry (\$435,576,907)	
Bridges	S-164 Gibbs Shoals Road	0027178	Greer - S-164 Gibbs Shoals Road over Enoree River bridge replacement	In ROW Current Let Date: 3/2019	Project in ROW as of 10/2017. Construction DFR held 7.17.18. ROW and Utility Coordination are underway. Anticipate construction beginning summer 2019.	
	S-267 Belle Shoals Road	P027023	Pickens County - S-267 Belle Shoals Road bridge replacement over Twelve Mile Creek	<i>Est. Completion: 12/2018</i>	Let 11/2017 & awarded to GLF Construction (\$2,077,183)	
	S-75 Mt. Lebanon Church Road	P029127	Greenville/Spartanburg - S -75 bridge replacements over M. Tyger River and tributary of M. Tyger River	In ROW Current Let Date: 7/2019	Project in ROW as of 10/2017. ROW and Utility Coordination are underway.	Construction Field Review scheduled for October.
	S-272 W. Georgia Road	P028355	Greenville County - S-272 West Georgia Road Bridge Replacement over Reedy River. Bridge design by SCDOT, road design by CECS.	In Right of Way Current Let Date: 12/2018	R/W and Utility Certification are complete.	The project is being prepared for the December Letting.
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	Securing a Consultant	Anticipate procuring a turn-key engineering firm summer 2018 to design project, with construction anticipated in 2022. Coordination between SCDOT and City of Greenville to define the scope is ongoing.	
Tap & LPA	Hampton Ave. Ped Bridge	P027367	Greenville County LPA project - construct a new pedestrian bridge over the Norfolk Southern switching yard between E. Bramlett Road and Montgomery Avenue	In ROW	Funding is a combination of Appalachian Regional Commission (ARC), Greenville CTC and Greenville County funds.	Approved Conditional RW Certification and PS&E package. Construction funding authorization scheduled for October.
	Ragsdale Rd. Sidewalk	P028261	Anderson County TAP- installation of 2500' of ADA compliant concrete sidewalk to connect Powdersville Schools with adjacent subdivisions.	In Preliminary Engineering Current Let Date: 12/2020	Additional funding was secured, and preliminary engineering is beginning on this project.	
	Minor Street Sidewalk	P032168	Town of Williamston TAP - Install concrete sidewalks on Minor Street from the Town Hall to the ball fields.	In Preliminary Engineering Current Let Date: 5/2020		ROW phase to begin 1/2019
	Swamp Rabbit Trail Extension	P029824	City of Simpsonville TAP- Multi-use path between Trade Street and Loma Street in. 2,700' multi-use path adjacent to railroad tracks.	On Hold	Coordinating with Carolina Piedmont Railroad and the City of Simpsonville to determine project feasibility	
	Woodruff Road Sidewalk	P029891	City of Greenville LPA - Construct new sidewalk along the north side (only) of Woodruff Road from Roper Mountain Road to Old Country Road (near I-85)	In Construction	Awarded 5/2018 to Saluda Construction (\$631,815.10). Notice to Proceed issued 8/13/18 with 120 calendar days for completion.	
	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 Preliminary Engineering Current Let Date: 5/2020	Preliminary design underway with ROW anticipated to begin 1/2019.	ROW Field Review held 9.26.18
	Clemson University Trail	P036945	1.3 mile bike/ped trail along W. Queen Street just south of City of Clemson	Consultant negotiations Current Let Date: 12/2020	Toole Design Group has been selected to provide design services. Contract negotiations currently underway.	
Fed. Earmark	Fairforest Way Phase 2	0036167	City of Greenville LPA - widen Fairforest Way to five lanes from Ridge Road to US 276, Laurens Road.	In ROW		Construction Funding will be obligated once utility certification is complete.
	Fairview St. over I-385 Rehab	P037790	City of Fountain Inn - hydro demo and latex overlay Fairview St. bridge (S-543) over I-385	In Preliminary Engineering Current Let Date: 7/2019	New bridge rehab using 2008 IMD funding. With permission from the City of Fountain Inn, the Department is providing the 10% match.	



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: GPATS By-Laws Consolidation and Update, Take #3

After the May Policy Committee Meeting, Staff was directed by the Policy Committee to coordinate with FHWA to discuss the requirements of Study Team formalization and voting. In August, the Policy Committee voted to hold the item until October to allow for additional review.

The Study Team has reviewed and endorsed these By-Laws by Consensus, unchanged since the August Policy Committee Meeting.

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

- Article II: At the request of Study Team members from Anderson County, an additional Policy Committee member is proposed be added from Anderson County Council to represent the rapidly-growing Powdersville area, currently underrepresented.
 - The addition of one seat does not change the Policy Committee's current Quorum Requirement of 15 members
- Articles IV, V, and VII: The Study Team will be formalized, as required by SCDOT and FHWA, to **"define the process."**
 - The GPATS Executive Director (Keith Brockington) will serve as Ex-Officio Chair of the Study Team
 - Membership will be defined, based on participation and being with a public/semi-public agency. This list is placed in the By-Laws, amendable as needed.
 - Formal Voting will not occur, but Formal Recommendations will, as the Study Team has always done. Recommendations will be made by "Consensus," "Consensus with Objection," "No Consensus," or "No

Recommendation.” In cases other than “Consensus,” the Executive Director will report fully to the Policy Committee on the details of the discussion.

- Participation at the Study Team will always be encouraged from all GPATS jurisdictions and stakeholders, although general public comment will be limited.
- Membership on the Study Team may be changed to accommodate additional appropriate individuals who have developed an interest and participatory role on GPATS.
- Article IX: Formal identification of “GPATS Staff.”
- Article X: At the request of the Greenville County Attorney’s Office, language has been added that codifies when the GC Attorney’s Office may serve as legal counsel for GPATS, specifically to certify Staff when filing with outside agencies.

The Policy Committee will be asked to vote on the GPATS By-Laws and adopt the proposed changes. Per the existing By-Laws, an affirmative vote of three-fourths of the members present is required to pass changes to the By-laws.

BYLAWS

GPATS POLICY COORDINATING COMMITTEE GREENVILLE-PICKENS AREA TRANSPORTATION STUDY

ARTICLE I – PURPOSE

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

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

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

ARTICLE II – POLICY COMMITTEE MEMBERSHIP

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

Table 1

	Leg. Delegation	County Council	Municipal	Commissioners	GTA	Number of Votes
Greenville County	5	5	6	1	1	18
Pickens County	2	2	4	1		9
Anderson County	1	1	1			3
Total	8	7	11	2	1	30

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

- 2.2 Ex-officio (nonvoting) Policy Committee members shall be:
- (a) ~~Manager of Development Services and Transportation Planning~~ Planning Director, Greenville County Planning ~~and Code Compliance~~ Department, or Designee
 - (b) Chair of Anderson County Planning Commission
 - (c) Chair of Greenville County Planning Commission
 - (d) Chair of Pickens County Planning Commission
 - (e) Chair of Anderson County LDTC
 - (f) Chair of Greenville County LDTC
 - (g) Chair of Pickens County CTC

ARTICLE III – POLICY COMMITTEE OFFICERS

3.1 Chair

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

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3.2 Vice Chair

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

3.3 Secretary/Executive Director

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

3.4 Term of Office

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

ARTICLE IV – STUDY TEAM MEMBERSHIP

4.1 Membership of the Study Team is designated by the Policy Committee and MPO member jurisdictions, composed of representatives of public and semi-public agencies having transportation or transportation-related planning, programming, and/or implementation responsibilities within the GPATS Area.

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

4.2 Participation at Study Team Meetings are to be open-ended, with any interested, knowledgeable, or concerned professionals permitted to attend and engage at meetings.

4.3 Membership on the Study Team will be extended to any GPATS

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Jurisdiction or appropriate entity/agency that routinely participates in GPATS meetings and efforts, at the approval of the Study Team and Policy Committee.

ARTICLE V – STUDY TEAM OFFICERS

5.1 Chair

The Chair of the Study Team will be the Executive Director of the GPATS Policy Committee, or their Designee in the Chair's absence. The Chair will serve in an Ex-Officio capacity.

5.2 Secretary

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

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ARTICLE ~~IV~~ VI – POLICY COMMITTEE MEETINGS

46.1 Meetings

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

46.2 Quorum

A quorum of the Committee shall be a majority of the voting membership. All action by the Committee shall require a majority vote.

46.3 Manner of Voting

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

46.4 Executive Session

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

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

46.5 Public Access

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

46.6 Agenda

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

46.7 Conflict of Interest Abstention

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

46.8 Staff Reports

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

46.9 Parliamentary Procedure

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

ARTICLE VII – STUDY TEAM MEETINGS

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7.1 Meetings

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

7.2 Manner of Recommendation

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

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

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

7.3 Public Access

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

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ARTICLE VIII – COMMITTEES

58.1 Special Committees

The Chair of the Committee may create special committees, without limit as to number of members, to study items that, in his judgment, require

special attention. The Chair of the ~~Policy~~ Committee shall designate one member of each special committee as its chair.

58.2 Committee Meetings

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

ARTICLE IX – STAFFING

9.1 GPATS will retain full time Staff as required by the above legislative requirements for the smooth functioning of the MPO.

9.2 Greenville County Planning Department, Transportation Planning Division will hereby serve as GPATS Staff, providing all due support.

9.3 As Staff for the MPO, Greenville County will be the recipient of the Federal MPO PL Grant funds, and is designated as FTA Designated Recipient of transit funding for certified use and distribution under the approved Unified Planning Work Programs and Transportation Improvement Programs

9.4 As Staff for the MPO, Greenville County will be responsible for development, maintenance, and implementation of all Federally-mandated MPO planning documents.

9.5 Provision for Greenville County to continue serving as Staff for GPATS shall be contingent on successful completion the quadrennial Federal Certification Reviews.

9.6 GPATS Staff will serve as Ex-Officio Members of the Study Team, being full participants but casting no Recommendation on Agenda Items.

ARTICLE X – LEGAL COUNSEL

10.1 For purposes of legal certification of GPATS authority in required filings with Federal, State, and Regional agencies, the Greenville County

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Attorney's Office is designated to serve as legal counsel for GPATS.

ARTICLE ~~VII~~XI - SUSPENSION AND AMENDMENT

611.1 Suspension of Bylaws

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

611.2 Amendment

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

611.3 Re-Designation of MPO

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

REVISED: _____May 21, 2018

ATTEST: _____

Greenville County Councilman Butch Kirven, Chair

Pickens County Sen. ~~Larry Martin~~Rex Rice, Vice Chair



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: GPATS Performance Measures, LRTP and TIP Amendments

In August, Brennan Hansley presented to the Policy Committee concerning the next round of Federal Transportation Performance Measures as information. GPATS is now required to adopt these TPMs by adopting them in to our planning documents.

Please find **Attachment 4.2**, an Amendment to the GPATS Horizon 2040 LRTP of GPATS Performance Measures as required by the FAST Act. Additionally, please find **Attachment 4.3**, an Amendment to the GPATS FY2018-2023 TIP Document to bridge between TPMs from the LRTP into project selection and implementation,

The Performance Measure Targets being added are in regard to:

- Infrastructure Condition
- System and Freight Reliability
- Transit Asset Management

Brennan will be presenting on the changes to both documents. GPATS will be required to adopt these additional Performance Measures into the LRTP and TIP in order to stay compliant with Federal Regulations. Both full documents to which these amendments shall be made can be found on www.gpats.org.

The Study Team has reviewed these items and Recommends approval by Consensus without objection.

The Policy Committee will be asked to vote separately on the Amendments:

- 1) **To Amend the GPATS Long Range Transportation Plan**
- 2) **To Amend the GPATS Transportation Improvement Plan Document**

TRANSIT ASSET MANAGEMENT (TAM)

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

TAM within the GPATS Region

GPATS has two transit agencies within its boundaries: Greenville Transit Authority dba Greenlink and Clemson Area Transit or CATbus. Each agency has its own needs and assets. Due to this, Greenlink and CATbus have created separate TAM plans. GPATS is not required to create a TAM plan of its own, as the MPO is only the designated recipient of FTA funds and not a transit agency. However, GPATS has adopted one set of TAM targets for the region. These targets have been selected to support both transit agencies equally. This involved GPATS selecting the lesser (or in this case higher value) target of the two transit agency plans to avoid setting too difficult a target for either agency.

TAM Process

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

with established performance measures. These asset categories are:

- Rolling stock
- Equipment
- Facilities
- Infrastructure

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



Photograph provided by Clemson Area Transit

Transit Asset Management (TAM) Targets

As was mentioned earlier, each transit agency has different types of assets and, therefore, different needs. Generally, each asset category is split into different asset classes. For example, busses can be a general asset class under rolling stock but can also be broken into differing types of busses, such as articulated busses and cutaway busses. The table below summarizes all asset classes, and their associated targets, listed in three separate TAM plans, the State Group TAM Plan, Greenlink’s TAM Plan, and CATbus’ TAM plan, followed by the TAM targets adopted by the GPATS Policy Committee on October 15th, 2019. 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

TRANSIT ASSET MANAGEMENT TARGETS (2019)

	Bus	Trolleybus	Articulated Bus	Cutaway	Mini-van	Van	Truck	Car	SUV	Non Revenue/ Service Automobile	GPS Units	Terminal/ Administration
SC Group TAM Plan	15%	N/A	N/A	30%	20%	20%	N/A	N/A	N/A	N/A	N/A	N/A
CATbus	80%	N/A	50%	N/A	N/A	5%	30%	N/A	N/A	60%	2%	5%
Greenlink	25%	0%	N/A	13%	N/A	0%	0%	0%	0%	N/A	N/A	0%
GPATS	80%	0%	50%	13%	N/A	5%	30%	0%	0%	60%	2%	5%

Table portrays the percentage of each asset class that has met or exceeded its useful life benchmark

INFRASTRUCTURE CONDITION

South Carolina has one of the largest state owned roadway systems in the United States of America. South Carolina is also in need of extensive infrastructure repair and replacement. When the State Gas Tax was introduced, 80% of state roads were in need of repairs and 750 bridges in the SCDOT inventory were considered structurally deficient. This is an \$11 billion problem that not going to solve itself over night, but rather over the course of years. The state has formed a game plan to address as much infrastructure as possible over the next ten years. The process will work in tandem with infrastructure performance measures and will be monitored over time to assess its success.

Infrastructure Needs within the GPATS Region

The State as a whole has varying needs depending on the region in question. The GPATS region needs extensive repairs to its non-Interstate National Highway System. GPATS' baseline condition for the non-Interstate NHS is much lower than the state's and will need serious repairs to meet the State's 2-year and 4-year targets. The GPATS region's Interstates and bridges are above the State baseline conditions as a whole. GPATS bridge conditions are already well above the State's 2-year and 4-year targets.

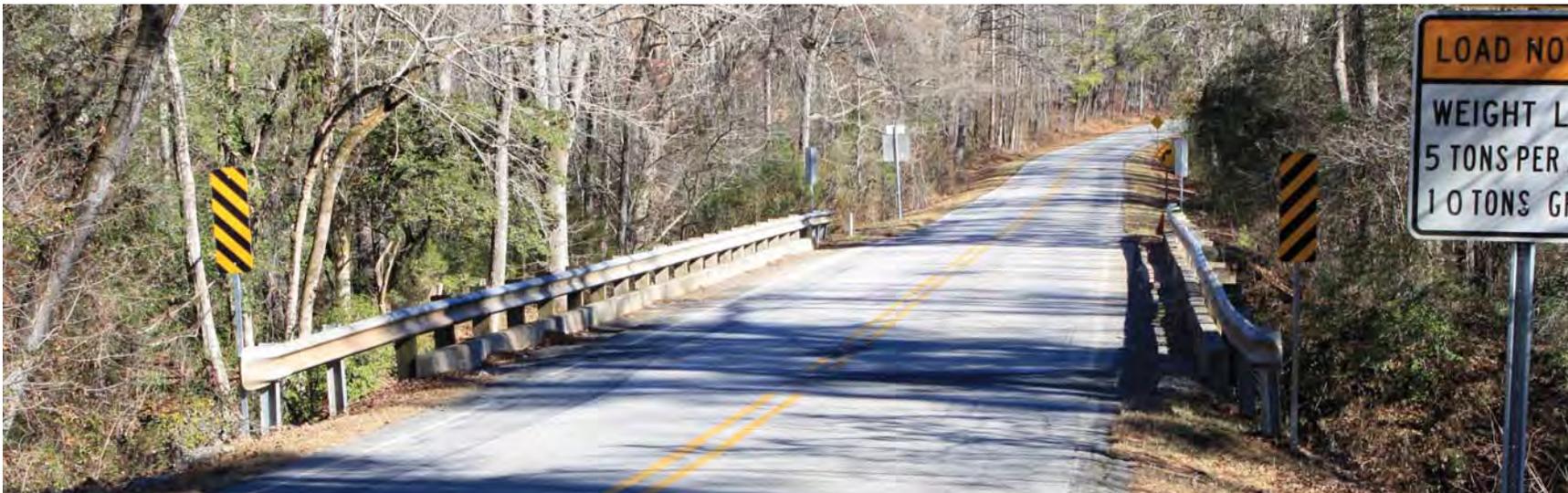
Infrastructure Strategies

GPATS Guideshare funding does not typically cover repaving. That is handled by a separate SCDOT program. However, any GPATS project that is programmed and completed will improve the infrastructure in that area.

If coordinated well, GPATS funded projects can help cover more ground than the SCDOT Resurfacing program alone. Opportunities include looking for overlap between areas in need of infrastructure repair and areas in need of improvements consistent with GPATS funding policies, such as:

- Access management projects
- Widening projects
- Intersection and general improvement projects

A need for infrastructure repair, especially if it causes a safety issue, combined with any of the needs sited above will be considered in the GPATS ranking process. Infrastructure repairs completed with GPATS funds will open up SCDOT funding to repave and repair other roadway segments.



Infrastructure Condition Targets

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.

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate National Highway System (NHS) pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges by deck area in Good condition
- Percent of NHS bridges by deck area in Poor condition

INFRASTRUCTURE CONDITION TARGETS BASELINE (2016 AVERAGE)

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

SCDOT created 4 -year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions. Like the other National Goal areas, MPOs are required to either adopt the State targets or create their own 180 days after a state announces its targets. GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018.

Pavement

Pavement condition was calculated using multiple thresholds, including the International Roughness Index (IRI), percent cracking, rutting, and faulting. A determination of good, fair, or poor condition depends on where 0.1 mile road segments fall along the thresholds. If all metrics rated “Good” a segment was considered in good condition. If 2 or more metrics rated “Poor,” the segment was considered poor condition. Any combination in

between was considered fair condition. These segment rankings were used to calculate the percentage of pavements in good and poor condition across the State and used to generate the State’s targets. The targets are the median projected conditions based on the average deterioration rates of the system and planned construction projects that will be finished within the time frame.

Bridges

Bridge condition was calculated using the following thresholds: deck condition, superstructure condition, substructure condition, and culvert condition on a scale of 0 – 9. Scores 4 or below on a bridge feature were considered “Poor.” A score of 5 or 6 was considered “Fair,” and a score of 7 – 9 was considered “Good.” These bridge component scores were then used to determine the percentage of NHS bridges in good and poor condition throughout the system. The State selected its targets using average bridge deterioration rates along with construction projects expected to be finished within the target time frame.

Next steps

Monitoring and Analysis

In two years SCDOT will have the opportunity to reevaluate their targets and decide whether to maintain them or change them. Once this has been done, GPATS will have the opportunity to do the same.

This will involve monitoring progress towards the targets over time to determine if the targets were reached, or will be reached, and why or why not. The Long Range Transportation Plan will house these analyses as the monitoring begins. These progress reports will follow the LRTP review schedule unless specified otherwise.

SYSTEM & FREIGHT RELIABILITY

System reliability refers to the amount of time a user spends traveling through a roadway and whether this time is consistent with the travel time the road is expected to facilitate. This directly impacts the daily lives of those living and working within a region and regional economic wellbeing as a whole. System reliability impacts commutes and other trip travel times, as well as freight movement. All three of these impact a business' decision to locate in one region over another. The State of South Carolina and the Upstate are highly involved in manufacturing. The South Carolina Inland Port is situated strategically along I-85 to facilitate both National and International commerce through the State. Due to this, ensuring a reliable transportation network is

maintained is a high priority for both South Carolina and GPATS.

System Reliability within the GPATS Region

The GPATS region houses a large number of unreliable state and federal roadways, third behind only COATS and CHATS MPOs. GPATS sees most of its unreliability on the Interstate system, largely due to ongoing construction projects and/or capacity deficiencies. Many construction projects are scheduled over the following years to fix the capacity deficiencies, but the construction will have its own adverse effects for its duration as well. GPATS non-Interstate National Highway System (NHS) reliability is above the State's baseline, but similarly as more construction projects come into the region, the reliability of some of these roads could temporarily be impacted.

System Reliability Strategies

There are numerous strategies that can be utilized to improve system reliability. A few examples are:

- Improved emergency response times
- Widening and other capacity improvements
- Interchange and intersection improvements
- Transportation Demand Management (TDM)
- Transportation System Management (TSM)
- Improved signal timings

GPATS decided to split its Guideshare funding into separate pots with funds allocated specifically to roadway projects, intersection and interchange projects, and signal retimings. The remaining strategies listed above are not in GPATS' control, but when combined with GPATS' efforts, they could help move the baseline and keep GPATS meeting future targets.



Rendering provided by SCDOT

System & Freight Reliability Targets

Federal regulations also required state DOTs to establish and report 4-year targets for three system and truck travel time reliability performance measures by May, 20th 2018.

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the non-Interstate NHS
- Percent of Interstate system mileage providing for reliable truck travel time

SCDOT created 4 -year targets for non-Interstate NHS travel time reliability and 2- and 4-year targets for Interstate travel time reliability and truck travel time reliability. MPOs are required to either adopt the State targets or create their own 180 days after a state announces its targets. GPATS Policy Committee

elected to adopt and support the State targets on October 15th, 2018.

Travel Time Reliability

Road segments were measured based on four different time categories: 6am – 10 am (morning), 10 am – 4 pm (day), 4 pm – 8 pm (evening) on weekdays, and weekends. Travel time measurements were collected and sorted into their corresponding time categories. Once complete, the 80th percentile was divided by the 50th percentile to create a ratio. A value of 1 meant the segment was reliable, while a value of 0 meant the segment was unreliable. The percentage of segments that are reliable was then calculated and split into Interstate and non-Interstate NHS segments. Targets were then selected with careful consideration of ongoing and expected construction projects in the state. The state gas tax will be generating many construction projects over

the next ten years, which are expected to reduce travel reliability. This is why the targets get lower vs higher.

Truck Travel Time Reliability

Truck travel time reliability was calculated similarly, but used the Truck Travel Time Reliability (TTTR) Index. After splitting the travel time measurements into their different time categories, travel time ratios were calculated by dividing the 95th percentile by the 50th percentile for each segment. These were sorted to get the maximum TTTR ratio per segment for each time period. This involved taking the largest ratio for each segment and multiplying it by the segment length. The sum of all the length-weighted segments was then divided by the total length of the Interstate to get the TTTR Index number. Future targets were selected with consideration of ongoing and expected construction projects in the state as before.

SYSTEM & FREIGHT RELIABILITY TARGETS BASELINE

	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability
SC Baseline	94.8% person-miles traveled that are reliable	89.8% person-miles traveled that are reliable	1.34 on TTTR Index
SC 2-Year Targets	91% person-miles traveled that are reliable	N/A	1.36 on TTTR Index
SC 4-Year Targets	90% person-miles traveled that are reliable	81% person-miles traveled that are reliable	1.45 on TTTR Index
GPATS Baseline	89% person-miles traveled that are reliable	92% person-miles traveled that are reliable	1.58 on TTTR Index

Next steps

Creating a Monitoring Template

As the monitoring process begins, GPATS will develop a template for what this process will look like and look into multiple strategies for relaying information and data to the public. This will include written documentation and graphics within the LRTP, but can also include other avenues of public outreach. This could include, but is not limited to, including performance measure status updates on GPATS social media and the GPATS website. For the time being, more details on the target setting methodologies can be found at <http://www.gpats.org/plans/horizon2040>.

Performance Measures and Targets

Performance management uses information collected from the system to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods transportation agencies use to apply performance management within their planning and programming processes to ensure that long-term and short-term transportation investment decisions are based on the ability to meet established goals. As a federal requirement, MPOs are responsible for developing LRTPs and TIPs through a performance-driven, outcome-based approach to planning. This involves measuring regional performance in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. Each of these goal areas has been assigned one or more performance measures, for which GPATS is required to set targets for over the following years. Some of these targets have already been set and are listed below. For more details about the target setting process please refer to the Horizon2040 Long Range Transportation Plan, which can be found at <http://www.gpats.org/plans/horizon2040>. All projects programed into the TIP are done so with meeting at least one or more of these targets in mind.

Safety

Safety is extremely important in the GPATS region and the State. SCDOT evaluated and was required to report on safety targets for five measures on August 31, 2017. GPATS Policy Committee elected to adopt and support the State's targets during the 2018 performance period. SCDOT set new safety targets on August 31st, 2018. GPATS is currently still operating off the 2018 performance period targets, but is currently re-evaluating these targets and must elect to once again adopt the State's targets by or on February 27th, 2019 or set different targets specific to the GPATS region. The current GPATS targets can be found below:

SAFETY TARGETS BASELINE (2012-2016 AVERAGE)					
	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	890.2	1.75	3194.4	6.3	376.4
SC Targets	970.4	1.81	3067.0	5.71	371.3
GPATS Baseline	92.2	1.77	325.4	6.33	42.2

Transit Asset Management (TAM)

Transit Asset Management (TAM) plans have been employed to inform the distribution of transit funds based on the condition of transit assets. South Carolina has created a Group TAM Plan for rural transit agencies in the state, and larger transit agencies have been tasked with creating their own TAM plans to serve their differing needs. Due to this, Greenlink and CATbus have created separate TAM plans with annual targets for different asset classes. Targets have been established for 2019-2023. 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 one set of TAM targets for the region for 2019 and will re-evaluated them each year to ensure equal support of both CATbus and Greenlink. All transit funding decisions made in the TIP will consider these targets moving forward. The 2019 TAM targets can be found below:

TRANSIT ASSET MANAGEMENT TARGETS (2019)								
	Bus	Trolley	Articulated Bus	Cutaway	Mini-van	Van	Truck	Car
CATbus	80%	N/A	50%	N/A	N/A	5%	30%	N/A
Greenlink	25%	0%	N/A	13%	N/A	0%	0%	0%
GPATS	80%	0%	50%	13%	N/A	5%	30%	0%

TRANSIT ASSET MANAGEMENT TARGETS (2019)				
	SUV	Non Revenue/ Service Automobile	GPSUnits	Terminal/ Administration
CATbus	N/A	60%	2%	5%
Greenlink	0%	N/A	N/A	0%
GPATS	0%	60%	2%	5%

Infrastructure Condition

South Carolina is in need of extensive infrastructure repair and replacement. Specifically, the GPATS region needs extensive repairs to its non-Interstate National Highway System. GPATS Guideshare funding does not typically cover repaving. However, any GPATS project that is programmed and completed will improve the infrastructure in that area. 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. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. Future projects programed into the TIP will consider these targets, which can be seen below.

Infrastructure Condition Targets & Baseline (2016 Average)			
	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SC Baseline	61.4% Good 1.7% Poor	10% Good 2.6% Poor	41.6% Good 4.2% Poor
SC 2-Year Targets	N/A	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 4-Year Targets	71% Good 3% Poor	21.1% Good 4.6% Poor	42.7% Good 6% Poor
GPATS Baseline	68.67% Good 0.36% Poor	2.98% Good 28.75% Poor	95.9% Good 4.1% Poor

System & Freight Reliability

System reliability refers to the amount of time a user spends traveling through a roadway and whether this time is consistent with the travel time the road is expected to facilitate. GPATS sees most of its unreliability on the Interstate system, largely due to ongoing construction projects and/or capacity deficiencies. Federal regulations required state DOTs to establish and report 4-year targets for three system and truck travel time reliability performance measures by May, 20th 2018. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. All projects programmed into the TIP will consider positive and negative impacts to system and freight reliability. The targets can be found below:

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



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: FTA Section 5310 Applications

In July, GPATS initiated a Call for Projects to gather applications for FTA Section 5310 Funding for Elderly, Disabled, and Job Access service.

Two applications were received, as detailed below. The Transit Coordinating Committee met on 9/18/2018, reviewed, and ranked the projects.

1. **Turning Point of SC** – 5310 application for \$150,301 with a local match of \$49,355.
2. **Senior Solutions** – 5310 application for \$440,000 with a local match of \$139,000.

Asangwua Ikein will be reporting on each of these items for discussion.

The Study Team has reviewed these items and Recommends approval by Consensus without objection.

The Policy Committee will be asked to approve the above projects into the Transportation Improvement Program as a part of the next agenda item, the Amendment of the TIP, AC#4.



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: FTA Section 5310 Applications

Please find **Attachment 6.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2018 through 2023. This proposed Amendment version will be known as AC#4.

Changes to be made include:

- Addition of Interstate Bridge Project at Brushy Creek and I-85
 - FY 2019 PE: \$1,200,000
 - FY 2019 Const: \$44,000,000
- Addition of FTA Section 5310 Projects as Adopted (previous item)

The Study Team has reviewed this item and Recommends Approval by Consensus without objection.

The Policy Committee will be asked to approve the GPATS 2018-2023 Transportation Improvement Program Amendment AC#4, which will be adopted into the Statewide Transportation Improvement Program (STIP).

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2018-2023 FINANCIAL STATEMENT

DRAFT Amendment/Correction Version AC#4 - 09/18/2018 DRAFT

TIP Approved 6/19/2017 | AC#3 Approved 5/21/2018

(COST IN THOUSANDS)	TIP								
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TIP COST (2018-2023)	
GUIDESHARE ALLOCATION	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$108,468
DEBT SERVICE	(\$3,571)	(\$3,518)	(\$3,465)	(\$2,402)	(\$2,407)	(\$420)	(\$420)	(\$420)	(\$12,631)
SCDOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)
ALLOCATION AVAILABLE FOR PROJECTS	\$14,357	\$14,410	\$14,463	\$15,526	\$15,521	\$17,508	\$17,508		\$94,937
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$19,184	\$18,941	\$25,550	\$28,500	\$30,650	\$39,461	\$40,700		
GUIDESHARE SUBTOTALS	(\$14,600)	\$ (14,800)	\$ (17,850)	\$ (6,750)	\$ -	\$ (16,950)	\$ (4,500)		(\$60,850)
SCDOT GUIDESHARE ADVANCEMENT		\$ 6,999	\$ 6,337			\$ 681			
GUIDESHARE PAYBACK				\$ (6,626)	\$ (6,710)		\$ (681)		
BALANCE	19,184	18,941	25,550	30,650	39,461	40,700	53,028		53,028

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

* - 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.

FY18-23 GUIDESHARE SUMMARY		
REVENUES	ALLOCATION	\$108,468
	CARRYOVER	\$19,184
EXPENDITURES	PROJECTS	(\$60,850)
	DEBT	(\$12,631)
	OTHER	(\$900)
BALANCE		\$53,028

Amounts shown in Italics are Non-Guideshare funds

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED REMOVALS IN NEXT HIGHLIGHTED

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2017	TIP						TIP COST (2018-2023)	REMAINING COST (2024+)	FUNDING
					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			
		DEBT SERVICE	\$ 56,494	\$3,571	\$3,518	\$3,465	\$2,402	\$2,407	\$420	\$420	\$12,631		STP
Completed Projects													
37685RD01	1	NORTH BUNCOMBE RD (SC 101/SC 290) FROM WADE HAMPTON (US 29) TO LOCUST HILL (SC 290) (FIVE LANES WITH BIKE LANES)	700 P 300 R 5,180 C									Complete	STP
39283RD01	2	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASTER ROAD (THREE LANES WITH BIKE LANES AND SIDEWALKS)	450 P 629 R 6,933 C									Complete	STP
38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	300 P 199 R 1,999 C									Complete	STP
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37728RD01 37728RD02 37728RD03	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD JIM HUNT RD JAMESON RD	1,548 2,043 109 R			2,000 C						Fully Obligated	STP
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,450 P 2,200 P,R	200 P		6,500 C 1,750 C	6,500 C				\$13,000		STP Safety
39309RD02	27	SC 153 EXTENSION US 123 TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	4,500 P 2,078 R	11,400 C	12,600 C						\$12,600		STP
38112RD01	9/12	SALTERS ROAD - PHASE 1 & 2 VERDAE BLVD. TO MILLENIUM BLVD. (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)	1,600 P 1,128 R 10,000 C 3,500 C 1,500 C									Fully Obligated	STP NHS/IM Local
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			4,500 C	5,000 C						STP

42472RD01	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			4,300 C	3,500 C				\$7,800		STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R			3,250 C 1,000 C	3,500 C				\$7,750		STP Safety
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)		250 P	250 P	1,000 P	1,000 R		4,500 C	4,500 C	\$11,250		STP
TBD	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)		250 P	950 P						\$950	\$12,900	STP
		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	2,900 P			2,000 P	5,750 R	5,750 R	12,450 C	12,450 C	\$38,400		STP
		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD (INTERSECTION IMPROVEMENTS, TURNING LANES)	500 P		1,000 R	1,800 C	2,000 C				\$4,800		STP
Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37687RD01		SC 101 AND FEWS CHAPEL	2,137									Complete	STP
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	375 P,R 1,600 C									Complete	STP
39303RD01		US 178 AND SC 93	300 P 470 R 2,150 C									Complete	STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	478 P 484 R 3,051 C									Complete	STP
39301RD01		BRUSHY CREEK AND STRANGE	549 P,R 2,067 C										STP
39542RD01		ANN ST (US 178) AND JONES ST	450 P,R 2,200 C									Fully Obligated	STP <i>Pickens County CTC</i>
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	750 P,R	2,750 C								Fully Obligated	STP
Traffic Signal Retiming Corridors													
		US 123, Easley	122										STP
		Pelham Road, Greenville	122										STP
		US 276 (Cherrydale), Greenville/Greenville County	80										STP
		Woodruff Road (Scuffletown), Greenville County	55										STP
		SC 93, Clemson		50									STP
		US 276-West Butler Road, Mauldin		55									STP
		Fairview Road, Simpsonville			90								STP
		East Butler Road, Mauldin			70								STP
		Signal Retiming Allocation	150	150	150	150	150	150	150	150	\$600		
		Signal Retiming Balance	(229)	(184)	(194)	(44)	106	256	406	556	256	UNDER BUDGET	
GUIDESHARE SUBTOTALS													
				\$ 14,600	\$ 14,800	\$ 17,850	\$ 6,750	\$ -	\$ 16,950	\$ 4,500	\$ 60,850		

GPATS FINANCIAL STATEMENT (CONT)

Non-Guideshare Projects												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2017	TIP						TIP COST (2018-2023)	REMAINING COST (2024+)	FUNDING
				FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING		500 1,245 2,255									ARC See TAP Section Greenville Co
	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)	250 P 100 R 1,150 C										APPALACHIAN REG GLDTC 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 P,R,C									RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON		76 P,R,C									RTP
	CU-ICAR AND FAIRFOREST WAY	1,623	1,600 C									EARMARK
	I-385 @ FAIRVIEW ROAD BRIDGE REHAB			30 P	346 C							EARMARK
	WEST GEORGIA WIDENING FROM NEELY FERRY TO FORK SHOALS	1,400										EARMARK FED LIMPI 3,072
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998								Fully Obligated		EARMARK FED LIMPI 1,000
2015	SC-153 I-85 TO PICKENS COUNTY		3,860									RECON & REHAB
2015	SC-153 SOUTH OF I-85 TO I-85		↓									RECON & REHAB
2015	SC-101 S-109 TO CJ@MERITAGE		6,813									RECON & REHAB
2015	SC-418 S-146 TO FAIRVIEW		↓									RECON & REHAB
2015	SC-418 S-55 TO BRASHIER		↓									RECON & REHAB
2015	S-23-173 CJ@OAK LANE TO US-25		↓									RECON & REHAB
2015	S-23-295 SC-101 TO CJ@SC-14		↓									RECON & REHAB
2015	SC-418 GREENVILLE COUNTY TO S-30-704		1,967									RECON & REHAB
2015	S-30-76 GREENVILLE COUNTY TO US-76		273									RECON & REHAB
2015	S-39-221 SC-135 TO S-39-36		2,536									RECON & REHAB
2015	S-39-18 SC-88 TO S-39-18		251									RECON & REHAB
2015	S-39-283 S-39283 TO S-39-56		↓									RECON & REHAB
2016	US-76 - PICKENS CO TO MAYS	Anderson	5,881 *									RECON & REHAB
2016	US-178 - I-85 NB/SB RAMPS	Anderson	↓									RECON & REHAB
2016	US-178 - NEAR S-29 TO NEAR I-85 NB	Anderson	↓									RECON & REHAB
2016	S-4-77 - US-29 TO BELTON DR	Anderson	1,647 *									RECON & REHAB
2016	S-4-1098 - SC-187 TO TWIN LAKES RD	Anderson	↓									RECON & REHAB
2016	SC-28 - US-76 TO PICKENS CO	Anderson	↓									RECON & REHAB
2016	SC-86 - NEAR I-85 TO GREENVILLE CO	Anderson	↓									RECON & REHAB
2016	SC-88 - MECHANIC ST TO N ELM ST	Anderson	↓									RECON & REHAB
2016	S-23-22 - NEAR US-25 TO SANDY FLAT	Greenville	10,145 *									RECON & REHAB
2016	S-23-52 - S-570 TO SC-8	Greenville	↓									RECON & REHAB
2016	S-23-104 - HIWASSE DR TO NEAR S-133	Greenville	↓									RECON & REHAB
2016	S-23-170 - OLD BUNCOMBE TO US-25	Greenville	↓									RECON & REHAB
2016	S-23-170 - NEAR US-25 TO US-25	Greenville	↓									RECON & REHAB
2016	SC-253 - CONEST TO REID SCH RD	Greenville	↓									RECON & REHAB
2016	SC-288 - PICKENS CO TO US-276	Greenville	↓									RECON & REHAB
2016	US-25 - NEAR W GA TO WHITEHORSE EXT	Greenville	↓									RECON & REHAB
2016	S-23-21 - US-29 TO US-276	Greenville	2,269 *									RECON & REHAB
2016	S-23-920 - SC 290 TO MILFORD CH RD	Greenville	↓									RECON & REHAB
2016	SC-23-20 BRACKEN TO WHITEHORSE	Greenville	↓									RECON & REHAB
2016	SC-253 - SC 291 TO CONE ST	Greenville	↓									RECON & REHAB
2016	SC-291 - EDWARDS TO PINEY MTN	Greenville	↓									RECON & REHAB
2016	SC-291 - PINEY MTN TO STATE PARK	Greenville	↓									RECON & REHAB

Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2014	FY 2015	FY 2016	FY 2017	SUMMARY 2017*	Current FY	TIP (Extrapolated)					FUNDING	
							FY 2018**	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023		
	GREENVILLE URBANIZED AREA (CA)	3,438	3,052	2,887	3,087	12,464	3,311							FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,301	2,070	1,935	2,192	8,499	2,424	2,192	2,192	2,192	2,192	2,192	2,192	
	Capital		143	442	424	1,009	461	200	200	200	200	200	200	
	Operating	1,062	1,000	100	461	2,623	509	742	742	742	742	742	742	
	Enhancements/Improvements	20	21		0	41								
	ADA	230	207	193	219	850	242	200	200	200	200	200	200	
	Planning Administration				0									
	Preventative Maintenance	989	700	1,200	1,088	3,977	1,212	1,050	1,050	1,050	1,050	1,050	1,050	
	Clemson Area Transit	1,137	981	952	895	3,966	888	895	895	895	895	895	895	
	Capital													
	Operating	734	616	660	586	2,595	395	586	586	586	586	586	586	
	Enhancements/Improvements	10	10			20								
	ADA				1	1		1	1	1	1	1	1	
	Planning Administration/Security		10	10	10	29	9	10	10	10	10	10	10	
	Preventative Maintenance	394	346	283	229	1,252	483	229	229	229	229	229	229	
	GREENVILLE URBANIZED AREA (PL)	91	100	100		291	160							FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,497	1,494	1,709	875	5,576	1,462	875	875	875	875	875	875	FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)		357	360	356	1,073	398	356	356	356	356	356	356	FTA SECTION 5310
	-- Senior Solutions		223			223								
	-- Turning Point of SC		92			92								
	-- Turning Point of SC A		42	30		72								
	-- Turning Point of SC B			73		73								
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	291	303	528	277	1,399	398	277	277	277	277	277	277	FTA SECTION 5339
	-- GTA Capital Purchase	155	162	354	197	868	291	197	197	197	197	197	197	
	-- CAT Capital Purchase	136	141	174	80	531	107	80	80	80	80	80	80	
	-- CAT Low/No Grant			3,905		3,905								5339(c)
	-- GTA Low/No Grant				1,450	1,450								5339(c)
	STATE MASS TRANSIT FUNDING			441	369	810	368	342	342	342	342	342	342	SMTF
	-- GTA SMTF			296	262	558	269	243	243	243	243	243	243	
	-- CAT SMTF			145	107	252	99	99	99	99	99	99	99	
	SCDOT Vehicle Replacement Initiative			2,134	2,134	4,267								FTA SECTION 5307
	-- GTA Capital Purchase			377	60	437								SMTF
	-- CAT Capital Purchase			2,338	2,338	4,675								5037
				413	500	913								SMTF
	FTA SUBTOTAL	5,608	5,966	16,263	\$12,092	\$39,638	\$ 6,703	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	\$ 5,556	

* FY 2017 funds are a summation of FY2013-2017. This is to comply with the FY2017-2022 STIP. Please refer to the previous years to reference the allocation amount.

** FY 2018 Apportionment is only 6/12ths Funded at the time of this TIP Statement

Transportation Alternatives Program Projects

PIN #	TA Program		Previous Obligations	FY 2017	TIP					TIP COST (2018-2023)	REMAINING COST (2024+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022			
	1	Anderson County SC 81 Sidewalks	240									TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800									TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280									TAP 20% Local Match
	4	Anderson School District One Ragsdale Road Sidewalks	200									TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534									TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	323									TAP 20% Local Match
	3	City of Greenville Woodruff Road Sidewalks	361									TAP 20% Local Match
	4	Anderson School District Four Riverside Middle School Sidewalks	250									TAP 20% Local Match
	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
	2	Town of Williamston Minor Street Sidewalk Project - Phase I	200									TAP 20% Local Match
	1	City of Greenville Haywood Road Sidewalks	400									TAP 20% Local Match
	1	Anderson County Ragsdale Road Sidewalks Additional Funding		320								TAP 20% Local Match
	2	City of Fountain Inn Woodside Park Connector		119	232							TAP 20% Local Match
	3	City of Pickens Pickens Downtown Doodle Connector		204	200							TAP 20% Local Match
		TAP OBLIGATION	(4,833)	(644)	(432)	0	0	0	0	0		
		ANNUAL TAP ALLOCATION		631	622	622	622	622	622	622	3,731	
		FUNDING ADVANCEMENT	1,244	631	622	622	622	622	622	622		
		ADVANCEMENT REPAYMENT		622 (13)	622 (13)	622 (13)	622 (13)	622 (14)	622 (15)	622 (16)		
		BALANCE	(3,589)	(3,593)	(3,403)	(2,781)	(2,159)	(1,537)	(1,538)	(1,538)		
		TAP TOTAL		644	432	0	0	0	0	0		
		FY 2014-2019 TIP GRAND TOTAL										

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION



Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: UPWP Special Projects Endorsements

As GPATS funds Special Projects through the Unified Planning Work Program, often those completed projects come back to get endorsement of their final products from the Study Team and Policy Committee.

First, please find **Attachment 7.2**, the ATN Feasibility Report funded by Greenville County, the City of Greenville, the City of Mauldin, and the City of Clemson. Peter Muller of PRT Consulting will be on hand to present briefly on the outcome of the study and to answer any questions.

The Study Team, in their review of the ATN Feasibility Report and after lengthy discussion, noted substantial objection towards recommending Endorsement, and has issued the following statement:

“The Study Team acknowledges the ATN Feasibility Report as informative in regards to how new and innovative transportation modes would benefit the GPATS Region, and that Automated Transportation Networks remain a valid option for the future. However, the emerging technologies covered in the Report have limited examples from which to draw accurate cost and ridership extrapolations, leading to inconsistent, unclear, and inaccurate data provided. The veracity of the financials, the lack of participation by crucial stakeholders, and unknowns regarding the intended output and agenda of the Report raised too many questions and concerns. The Study Team does acquiesce that further study regarding ATNs would be a benefit to the region, with a greater emphasis on the accuracy of the financials, but **at this time Recommends “Not to Endorse” the ATN Feasibility Report.**”

Second, please find **Attachment 7.3**, the Greenlink Transit Development Plan funded by GTA/Greenlink. James Keel and Nicole McAden from Greenlink will be on hand to present briefly on the outcome of the plan and to answer any questions.

The Study Team has reviewed the Greenlink TDP and Recommends it for Endorsement by Consensus without objection.

Both projects are being provided in the emailed digital packet, but not included by hard-copy due to length. The projects are also available at www.gpats.org.

The Policy Committee will be asked to vote separately on the endorsements of the above studies:

- 1) Endorsement of the ATN Feasibility Report**
- 2) Endorsement of the GTA/Greenlink Transit Development Plan**

Endorsement of these studies does not commit GPATS to any funding or policies, but may lead to future opportunities for such, as appropriate.



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Greenville, SC 29601
(864) 467-7270
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Attachment 8

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 15, 2018

SUBJECT: GPATS Calendar Year 2019 Meeting Schedule

The proposed meeting dates for Calendar Year 2019 are as follows:

Policy Committee:

- February 25 (Avoiding President's Day)
- May 20
- August 19
- October 21

Study Team (typically meets 3 weeks prior to Policy Committee):

- February 4
- April 29
- July 29
- September 30

The Policy Committee will be asked to approve the meeting schedule for the 2019 Calendar Year for the Policy Committee and Study Team.