

AGENDA
GPATS POLICY COORDINATING COMMITTEE
May 15, 2023
10:00 a.m.

The Meeting will be held on Zoom and open for on-site participation
by Policy Committee Members
in Greenville County Square, 301 University Ridge, Greenville – 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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|----------------|-----|--|--|
| | 1. | CALL TO ORDER / WELCOME AND INTRODUCTIONS | <i>Chairman
Senator Rex Rice</i> |
| action: | 2. | APPROVAL OF THE FEBRUARY 27, 2023
POLICY COMMITTEE MINUTES | <i>Attachment 1
Chairman
Senator Rex Rice</i> |
| | 3. | PUBLIC COMMENT | <i>Chairman
Senator Rex Rice</i> |
| | 4. | REPORT OUT ON MARCH 6, 2023 SUB-COMMITTEE MEETING | <i>Attachment 2
Chairman
Senator Rex Rice</i> |
| | 5. | SCDOT PROJECT STATUS UPDATE | <i>Attachment 3
Casey Lucas
SCDOT Project Manager</i> |
| action: | 6. | GPATS TRANSPORTATION ALTERNATIVES PROGRAM
CITY OF GREER APPLICATION | <i>Attachment 4
Anna Stewart
GPATS Transportation Planner</i> |
| action: | 7. | GPATS TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT FY2023-2028 AC#4 | <i>Attachment 5
Keith Brockington
GPATS Transportation Manager</i> |
| action: | 8. | GPATS TITLE VI PROGRAM UPDATES | <i>Attachment 6</i> |
| action: | | - TITLE VI PLAN | <i>Asangwua Ikein</i> |
| action: | | - LIMITED ENGLISH PROFICIENCY PLAN | <i>GPATS Transit Planner</i> |
| action: | 9. | PERFORMANCE MEASURES UPDATE | <i>Attachment 7</i> |
| action: | | - LRTP AMENDMENT | <i>Anna Stewart</i> |
| action: | | - TIP DOCUMENT AMENDMENT | <i>GPATS Transportation Planner</i> |
| action: | 10. | GPATS FY 2024–2025 UNIFIED PLANNING WORK PROGRAM | <i>Attachment 8
Keith Brockington
GPATS Transportation Manager</i> |
| | 11. | NEW BUSINESS | |
| | | - 2020 CENSUS CHANGES TO GPATS | |
| | | - GPATS 101 TRAINING SESSION | |
| | | - COUNTY SQUARE MEETING LOCATION CHANGE | |
| | 12. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
February 27, 2023
Suite 400 – County Square
10:00 a.m.
Remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Rice, Vice-Chairman Senator Turner, Senator Cash, Representative Collins, Representative Morgan, Representative Vaughan, Councilor Davis, Councilor Fant, Councilor Kirven, Councilor Linvill, Councilor Seman, Councilor Tripp, Commissioner Christopher, Commissioner Metcalf, Mayor McLeer, Mayor Merritt, Mayor Perry, Mayor Shewmaker, Mayor Womack, GTA Chair Smith, and Keith Brockington.

OTHERS PRESENT: A. Bodner, J. Chandler, T. Coker, E. Dillon, M. DiPietro, H. Gamble, B. Groel, C. Hill, S. Jackson-Amell, D. Lackey, C. Lucas, L. Mehserle, J. Mustar, A. Sherlock, and A. Stewart

CALL TO ORDER/WELCOME

Chairman Senator Rice called the meeting to order at 10:01 a.m. and welcomed everyone in attendance.

Senator Rice introduced the newest members to the Policy Committee and thanked them for serving.

- Councilman Joey Russo (replacing Xanthene Norris)
- Councilwoman Claiborne Linvill (replacing Alex Saitta)
- Representative David Vaughan (replacing Garry Smith)
- Representative Alan Morgan (replacing Mike Burns)
- Representative Jason Elliott (replacing Dwight Loftis)

Senator Rice welcomed back Councilman Butch Kirven who is very familiar with GPATS and was previously a member of the Policy Committee. He stated there will be an educational/training session for all the newcomers and the long-standing members are welcome too.

APPROVAL OF THE OCTOBER 17, 2022 AND NOVEMBER 14, 2022 POLICY COMMITTEE MEETING MINUTES

MOTION: By Councilor Tripp, seconded by Senator Turner to approve October 17, and November 14, 2022 minutes. The motion carried unanimously by voice vote. There were no objections.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

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

- Upcoming Projects:
 - Garlington Road Corridor Study – Feasibility study in progress. SCDOT Planning Office and consultant are working to get Feasibility Study completed and once that is finished SCDOT will forward the findings to GPATS for a determination on how to proceed.

- Projects in Design:
 - Woodruff Road Congestion Relief (WRCR) – Project right of way plans have been completed. Official Right of Way (ROW) estimate was \$43.2M and \$37.5M was programmed in leaving an additional \$5.7M needed. Should the funding be increased, ROW and purchase acquisition is anticipated to begin in May of this year.
 - S-107 Butler Road – Right of way plans completed and ROW costs and construction costs are both higher than what GPATS has programmed. Currently GPATS has programmed in their TIP \$1M for ROW and \$14.5M for Construction. Programmed ROW and Construction estimates were planning level estimates from 2016. Additional funds needed \$9.4M for ROW and \$11M for construction. Ms. Lucas explained the total estimated increase is \$20.4M and the construction cost is in 2025 dollars with current let date of December 2024. Actual ROW cost depend on negotiations with individual property owners and actual Construction cost is dependent on final construction plans and bids received by contractors.

- TAP Projects in Construction:
 - Fountain Inn Woodside Streetscape – Plans are completed. Let in May 2022. Bids were rejected due to coming in too costly. Fountain Inn is revising plans to re-let.
 - Fountain Inn Woodside Connector - Project plans are completed. Was awarded additional funds by GPATS policy committee in October 2022. Supplemental FPAs in progress.
 - Riverside Middle School Sidewalk – Project plans are completed. Was awarded additional TAP funds October 2022. Supplemental FPAs being drafted.
 - Town of Central Connector – New project with \$643K GPATS TAP Funding. Project was scoped with the Town of Central and surveys have been ordered.

- Guideshare Projects in Construction:
 - Roper Mountain Road/Roper Mountain Road Ext. – Both are GPATS Guideshare projects. Storm drainage, curb, and sidewalk construction continuing on both. Roper Mountain Road Ext. bridge replacement construction has begun. All known utility conflicts have been resolved.

- Bridge Projects:
 - S-75 Cherokee Road over US 29 – New roundabout open for traffic at the beginning of February. Earthwork for the new beams is beginning and earthwork and pipe installation is ongoing.
 - S-140 and S-250 – Both are non-guideshare bridge replacements in Pickens. Barrier wall has been poured and fine grading of the roadway continues on S-140. Girders were placed in January on S-250.

- Projects Completed:
 - S-164 Batesville Road Widening
 - SC-146 Woodruff Road Widening

Chairman Rice asked if anyone had questions.

Councilman Kirven asked for clarification on the extra amounts needed for two projects.

Ms. Lucas explained the Butler Road Project right of way needs additional \$9.4M and construction needs additional \$11M which totals \$20.4 total increase needed.

Councilman Kirven asked with both projects combined, Woodruff Road and Butler Road, the total increase would be almost \$26M?

Ms. Lucas replied yes.

Councilman Kirven stated the increase is concerning and he is aware these projects have been ongoing for quite some time. He asked is there a way to get more answers on exactly why the amount is so high.

Chairman Rice stated that he also had concerns and all members of the committee are probably equally concerned. He asked Mr. Brockington the amount GPATS receives per year.

Mr. Brockington replied GPATS currently receives \$23.061M per year. Mr. Brockington explained this is after two years of Guideshare increases. Two years ago the figure was 18.066M. Projections for additional funds may be in the \$2.6M range but the precise numbers have not been relayed to GPATS just yet.

Chairman Rice asked what percentage is federal and state.

Mr. Brockington said it is 80% federal and 20% state.

Chairman Rice stated his understanding is that is one year of funding needed.

The question was asked how much the Grant with State Infrastructure Bank (SIB) is.

Mr. Brockington answered it is \$49M of State Infrastructure Bank money which also includes \$30.3M Greenville County.

Chairman Rice asked how much will the SIB pick up on the additional funds needed.

Mr. Brockington clarified these increases are to be Guideshare funds and the application to SIB was for \$49M.

Chairman Rice asked Ms. Lucas was the public comment time period during the time of Covid?

Ms. Lucas stated, for the Woodruff Road project, SCDOT had a public hearing in July and August of 2020 and have since done additional in-person public involvement meetings in the Spring of last year. SCDOT has also kept website updated and spoken with property owners almost weekly.

After much discussion among the committee members, and to avoid further delays in the projects, Chairman Rice requested a special project review ad-hoc Sub-Committee be established. The first meeting is to be held on Monday, March 6 at 10:00 a.m. with all interested parties via Zoom. The meeting will be to review and discuss the recent cost increases and project scopes of the Woodruff Road Congestion Relief Project and the Butler Road widening project.

Chairman Rice requested the following Policy Committee Members be appointed to the Sub-Committee:

- Senator Rex Rice
- Senator Ross Turner
- Representative David Vaughan
- Greenville County Councilor Dan Tripp
- Greenville County Councilor Butch Kirven
- City of Greenville Mayor Knox White
- City of Mauldin Mayor Terry Merritt

Chairman Rice explained he expects to have three or four meetings and possibly one on-site meeting to each project location in order to better understand how to move forward. He invited all who are interested to also be a part of the meetings. Chairman Rice stated it would be helpful to hear from SCDOT design teams, right of way teams, and property owners to ensure the best plan is used moving forward.

Mayor Merritt suggested the committee approve the additional funds to avoid any costlier delays and agreed to be a part of the Sub-committee.

Councilor Kirven asked is there a way to look at the additional costs to see if they could be reduced. He also stated that the projects have a huge economic impact of potential for the whole area to bring in more revenue.

Mayor McLeer stressed the importance of clear checks and balances and also his belief that these projects are vitally important to the communities they serve.

Mayor Merritt stated construction costs are not going to go down and he prefers to see these projects get done.

Commissioner Metcalf said more delays will mean more costs. The areas of these two projects have a great deal of development already going on and inflationary impacts are going to happen. He stressed any delays could cause more issues going forward.

Councilor Fant stated the problems with Woodruff Road and Butler Road are well known and are not getting any better. With current projections of population growth, anything expediting projects rather than delaying them would serve everyone's best interest.

Chairman Rice stated the importance of ensuring those who work for the state and the taxpayers are spending money wisely.

Mayor Shewmaker agreed the sub-committee would be a good idea and it would be nice to see why we are so far off with the figures.

Chairman Rice re-iterated a special project review ad-hoc Sub-Committee will be established expeditiously.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM FY2023-2028 AC#3

Keith Brockington addressed members on the proposed Transportation Improvement Program (TIP) Amendment AC#3 and advised the following changes:

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

- Woodruff Road Congestion Relief Project
 - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/AC from \$28,250,000 to \$34,460,600 in FY 2023.
 - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,867 in FY 2024
 - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,867 in FY 2025
 - Increase Right of Way/System Upgrade - Urban/GPATS/STBGP/ACC from \$9,450,000 to \$11,486,866 in FY 2026
- Butler Road Widening Project
 - Increase Right of Way/System Upgrade - Urban/GPATS/STBG from \$1 million to \$10,400,000 million in FY 2023
 - Add Construction//System Upgrade - Urban/GPATS/STBG/ACC of \$11 million in FY 2027, increasing the FY2025 AC to \$21 million

Mr. Brockington stated the TIP was advertised from February 6th through February 27th, 2023. The Study Team has reviewed this item and recommends Approval by Consensus without objection.

Chairman Rice asked if there were any questions.

MOTION: By Councilor Kirven, seconded by Mayor Shewmaker, to approve the Transportation Improvement Program Amendment FY2023-2028 AC #3 as presented. The motion carried unanimously by voice vote. There were no objections.

SENIOR SOLUTIONS SECTION 5310 APPLICATION

Keith Brockington addressed members on 5310 Application received from Senior Solutions. The GPATS Transit Coordinating Committee evaluated the application.

- 1) Senior Solutions scored an average score of 51.8/100 in their TCC evaluation.
 - a. Local Match: \$154,940
 - b. Federal Match: \$312,260
 - c. Total Application: 467,200.

Currently there's \$546,548 available for federal match.

If a score of 70/100 is not obtained, application will be recommended to be rejected. The applicant can reapply. The TCC will be working with the applicant to strengthen the application, if rejected.

The Transit Coordinating Committee and Study Team have recommended not to approve, by Consensus without Objection. The Policy Committee will be asked to not approve the application for Senior Solutions 5310 Application.

MOTION: By GTA Chair Smith, seconded by Mayor Merritt, to not approve/deny the 5310 Application for Senior Solutions. The motion carried unanimously by voice vote. There were no objections.

GPATS 2023 CALLS FOR PROJECTS

Keith Brockington addressed members on three 2023 Calls for Projects. Applications and information may be found on the GPATS homepage. All applications will be due on March 17, 2023 for Staff review ahead of the April Study Team and May Policy Committee Meetings.

- Transportation Alternatives Program – In coordination with SCDOT, GPATS has updated its TAP guidance document. This document can be found on the GPATS homepage. The TA Program is designed to help jurisdictions fund bicycle and infrastructure projects, with those jurisdictions providing a minimum 20% local match. GPATS assists with the application process and coordination between the applying jurisdiction and SCDOT.
 - Amount available: \$2,230,145 (\$404,964 at risk for lapse)

- Transit Section 5310 Program – Elderly and Disabled Transit Services. GPATS is the Designated and Direct Recipient of Federal Transit Administration Section 5310 Grant funding. The program requires a 20% local match for capital projects, and a 50% local match for operating projects. To avoid issues with lapsing funds, GPATS will be allocating a portion of 5310 funds aside for Greenlink and CAT bus transit systems.
 - Amount available: \$1,307,728 (\$407,558 at risk for lapse)
 - Set-aside Allocation to Transit Agencies: \$788,680 (eliminates lapse)
 - Amount available for application: \$519,048
 - Supplemental funding available: \$139,579 (CRRSAA)

- GPATS Unified Planning Work Program, Element 403 – Special Studies – Each year as GPATS updates its UPWP, we provide our PL Fund carryover balance for transportation studies to be done around the region. This amount is not yet known, but we will be accepting the applications ahead of the amount available and coordinate with applicants. SCDOT typically provides our annual PL allocations and carryover balance in March.

GPATS PERFORMANCE MEASURES PRESENTATION

Anna Stewart addressed committee members with a presentation on Performance Measures.

Ms. Stewart stated the importance of the Performance Measures for GPATS, explained performance measures are mandated by FHWA and Congress by the F.A.S.T. (Fixing America’s Surface Transportation) Act. The national goal areas are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

There are different national goal areas that GPATS monitors and reports on which include safety, transit asset management, infrastructure condition, and system & freight reliability. SCDOT has one year to set a target after the final rule is published for a goal. MPOs and COGs have 180 days after that to adopt the state target or create their own.

State safety targets are updated annually and in October 2022, the Policy Committee adopted the state safety targets. These include traffic fatalities, fatality rate, severe injuries, severe injury rate and non-motorized injuries and fatalities. The measure shows baseline data from 2017-2021 and is based off a rolling average. Each time there is a new year, one year rolls off the back end. Ms. Stewart explained the GPATS baseline data is important to measure and compare that to the state’s baseline data.

The transit safety targets are provided by CAT bus and Greenlink. There is no set timeline and data is updated when transit services provide the information. This measures fatalities, fatality rates, injuries, and safety events that the two transit organizations report on.

The transit asset management targets are also provided by CAT bus and Greenlink. These targets are broken down by asset categories: rolling stock, equipment, and facilities and

broken down even more by type of bus or vehicle. The measure shows percentage met or exceeded the Useful Life Benchmark (ULB).

The infrastructure condition is updated either by two or four year intervals. This measures the percentage of infrastructure that is in good or poor condition. Measures are shown by interstate, non-interstate roads and bridges.

The last target is system & freight reliability and shows two and four year targets with baseline data, as well. This measures how reliable each category is in getting from point A to point B at any time during the day. This also measures TTTR or Truck Travel Time Reliability.

GPATS is required to monitor and report performance measures in the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). SCDOT also comes out with performance reports every two years and it can be found on the GPATS website. The report shows what the targets are and if they were met or not.

SCDOT online performance dashboard shows traffic fatalities broken down by district and counties. The FHWA online performance dashboard shows different performance measures statewide.

Performance measures justify our funding strategy in the Long Range Transportation Plan (LRTP). Performance measures also justify why one project may be ranked higher than another. It also allows us to track a strategy and see if it is working and change targets when it is not.

Ms. Stewart made herself available for any questions.

Mayor Shewmaker commented in regards to safety, he would recommend those who are in legislature to start looking at distracted driving, stronger enforcement on drunk driving, and increasing enforcement on highways. He concluded the safest roads in the world will not discourage that behavior.

NEW BUSINESS

Congestion Management Process

Mr. Brockington addressed the committee explaining GPATS congestion management process (CMP) as an element of the Long Range Transportation Plan (LRTP). Currently GPATS and CHATS (Charleston Area Transportation Study) are partnering together and Kimley-Horn was selected to handle the CMP which has just started. When completed, the CMP will be an update to the LRTP.

Mr. Brockington explained Kimley-Horn is looking for stakeholders. He asked members to email him directly if interested in being a stakeholder regarding the CMP. Updates will be given to the committee as they become available.

2020 Census Changes to GPATS

Mr. Brockington explained the Census 2020 Urbanized Areas have been released. A map was provided in the Agenda Packet. No changes have been made at this time to the GPATS MPO boundary, and discussions with SCDOT, FHWA, and FTA are only just beginning, and will require extensive coordination with all jurisdictions, including ACOG, SPATS, and ANATS, before any decisions are made. Mr. Brockington stated the Governor has final authority on what the boundaries will be. In the meantime, GPATS staff will keep the Study Team and Policy Committee involved and up-to-date as events warrant.

Mayor McLeer asked what the impact may be on new boundary lines for GPATS.

Mr. Brockington answered that in 2026 the Long Range Transportation Plan (LRTP) will have to account for the possible new boundaries. No changes will be immediate. He expects about this time next year, there will be changes with the Federal Transit Administration (FTA) allocations based upon the Urbanized Areas.

GPATS 101 Training Session

Mr. Brockington stated the GPATS 101 training session is primarily for new members but also good for those who may need a refresher. GPATS hopes to schedule the session for some time in March.

County Square Meeting Location Change

Mr. Brockington explained the new county building is almost ready and employees expect to be moving into the new offices next month. He assured members as soon as the location for the next meeting is known all members will be updated.

ADJOURNMENT

MOTION:

Without objection Chairman Senator Rice adjourned the meeting at 11:18 a.m.

Submitted by Recording Secretary



Greenville County Planning Department

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Greenville, SC 29601
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Attachment 2

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS Sub-Committee Meeting, March 6, 2023

At the February Policy Committee Meeting, Chairman Rice appointed members of the GPATS Policy Committee to serve on a Sub-Committee to review the current status and options for the Butler Road Widening Project, and Woodruff Road Congestion Relief Project, due to concerns of cost overruns.

The appointed members were:

- Senator Rex Rice, Chairman
- Senator Ross Turner
- Representative David Vaughan
- Councilman Dan Tripp
- Councilman Butch Kirven
- Mayor Knox White
- Mayor Terry Merritt

The Sub-Committee met on March 6, 2023 via Zoom, and the minutes are included as **Attachment 2.2**. Chairman Rice and the members will be speaking to the findings of their meeting and discussions, and bring any next steps to the Policy Committee.

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

MINUTES
GPATS POLICY COORDINATING PROJECT REVIEW SUB- COMMITTEE
MARCH 6, 2023
10:00 a.m.

Remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Rice, Senator Turner, Representative Vaughan, Councilor Fant, Councilor Kirven, Commissioner Christopher, Commissioner Metcalf, Mayor Amidon, Mayor McLeer, Mayor Merritt, and Keith Brockington.

OTHERS PRESENT: H. Gamble, C. Hill, R. Jeffers-Campbell, C. Lucas, and J. McAden.

CALL TO ORDER/WELCOME

Chairman Senator Rice called the meeting to order at 10:00 a.m. and welcomed everyone in attendance.

COSTS AND SCOPES OF THE WOODRUFF ROAD CONGESTION RELIEF PROJECT (WRCR) AND BUTLER ROAD WIDENING PROJECT

Chairman Senator Rice prefaced the meeting by explaining Realtylink is a developer who owns several of the properties on Woodruff Road. He stated he did work for Realtylink prior to being elected to the Senate. He resigned from his position once elected and currently only works as a contract employee from time to time for Realtylink. Chairman Senator Rice clarified he is not working with Realtylink on either one of these projects. He stated his concern, from the standpoint of GPATS, is one of significant cost overruns on these projects.

Chairman Senator Rice requested, in addition to the quarterly meetings, SCDOT give specific updates on both the Woodruff Road Congestion Relief (WRCR) and Butler Road Widening projects. He stated both projects are much needed and have his support.

Councilor Kirven thanked Chairman Senator Rice for his disclosure of his relationship with Realtylink and stated Senator Rice is still listed on their website as an associate.

Chairman Senator Rice explained he has no financial involvement and is not being compensated, in any way, in reference to Realtylink and their concerns or interests in either project. He stated he is working for the taxpayers and is concerned, from the Design and Right of Way standpoint, how much that could potentially cost. Chairman Senator Rice explained GPATS is responsible for everything over and above what is received from Greenville County and the State Infrastructure Bank (SIB). The Policy Committee has already approved over a years' worth of funding in changes at the last meeting.

Councilor Kirven stated disputes between Right of Way and acquisition is really between SCDOT and the property owners. The Transportation Improvement Program (TIP) is not a budget, it is a planned document. GPATS approves the projects and adds them to the TIP with a goal in mind and SCDOT handles the designs which accomplish those goals.

Chairman Senator Rice agreed and explained he still represents the taxpayers.

Councilor Kirven stated he understands and that changes in the TIP are routinely necessary and commonplace. He also stated that he wants to reduce costs as much as anyone.

Chairman Senator Rice referenced a document he sent out via email in regards to the Woodruff Road Congestion Relief (WRCR) project concerning demolishing a building to put in a detention pond that holds 150,000 cubic feet of water. He explained according to County standards, only 30,000 cubic feet of storage is needed. Chairman Senator Rice said there are some problems with a fuel truck being able to get in to the 7-11 convenience store and there are a number of problems in the plans that could cost a significant amount of money.

Mr. McAden, representing Realtylink, stated he is involved in the Merovan property and was involved in the 7-11 that is on the corner of Smith Hines Road and Woodruff Road. Realtylink has owned that property for over four years. Mr. McAden said SCDOT stated in the last Policy Committee meeting that property owners had been notified well in advance about the work being done. Mr. McAden said they have never gotten any type of correspondence from SCDOT. He stated Realtylink heard about the project second-hand and contacted SCDOT. He clarified discussions began only as a result of Realtylink contacting SCDOT. Also, when SCDOT stated in the meeting they had notified property owners, they were incorrect.

Mr. McAden said he understood SCDOT stated in the last Policy Committee meeting they estimated the total cost of Right of Way Acquisition on the WRCR project to be approximately \$40M. He explained based on the two buildings Realtylink owns (and SCDOT plan on taking), one is unavoidable but it appears the other building is completely avoidable. Mr. McAden stated their two buildings alone are a \$20M loss to Realtylink and to estimate the entire project is going to cost \$40M seems unbelievable. Mr. McAden added, as a taxpayer, it appears this project was designed with limited or no regards to cost.

Chairman Senator Rice asked Mr. McAden if he would like to explain more details.

Mr. McAden said one building is in the way of SCDOT plans and obviously needs to be demolished. The second building is an almost 54,000 square foot building and SCDOT plans show taking down the entire building and converting it into a storm pond. That structure alone is worth nearly \$12M. The storm pond is 150,000 cubic feet of water but based on analysis done by a third-party professional engineer, 30,000 cubic feet water storage is all that is needed. Realtylink spoke with SCDOT Infrastructure Consulting Engineers (ICE) responsible for designing the project and believes they are just set on where the storm pond should be with no real basis. Mr. McAden stressed there are other alternatives that would be far less expensive.

Chairman Senator Rice asked if anyone else had questions or comments.

Councilor Kirven stated he appreciates the issues and concerns; however, GPATS is not here to judge engineers and the issue with plans and designs is really an issue with SCDOT.

Mr. McAden responded that he understands GPATS is responsible for, at least, a portion of the funding. He explained, as a taxpayer, the WRRCR project is hugely more impactful from a cost standpoint than it needs to be.

Chairman Senator Rice stated it seems SCDOT has over designed the detention pond and he would like to understand why.

Councilor Kirven stated the total request for GPATS dollar amount, approved at the last Policy Committee meeting, was 4.7% of projected project cost of the WRRCR project. He reminded members this project has been GPATS number one priority since 2012 and any delays will only result in higher costs.

Representative Vaughan asked if anyone has spoken with engineers at SCDOT about these concerns. He mentioned it seems discussions are confusing the two projects by speaking of one and then appearing to speak of both. Butler Road and WCRC are two separate projects.

Chairman Senator Rice stated members were surprised by a \$20-\$25M additional request in the last Policy Committee meeting and he would like to avoid more surprises. He requested SCDOT respond to the issues already discussed and give an overview of both projects. Chairman Senator Rice agreed the projects are separate and the Butler Road project was 150% more than original budget.

Mayor McLeer, City of Fountain Inn, agreed with Councilor Kirven that members need to be careful of GPATS becoming mediator of Right of Way (ROW) acquisitions. Mayor McLeer said it was important for GPATS members to be told when the final ROW figures will be known.

Chairman Senator Rice stated each time members approve an increase in funding for these two projects, other projects are pushed farther down the line.

Councilor Kirven stated any projects currently reflected on the Transportation Improvement Program (TIP) will not be affected by these changes. Councilor Kirven explained he was told the figures put in the TIP for Butler Road project were placeholders until more refined data could be added in. He stated this is exactly what happened with the additional funding that was approved at the last Policy Committee meeting.

Keith Brockington clarified any dollar amounts in the TIP are placeholders. The TIP is a planning document and funds are never held by GPATS, they are held at SCDOT. The annual obligations reports found on GPATS website are funds that are actually spent. Mr. Brockington further explained the TIP (Transportation Improvement Program) and STIP (State Transportation Improvement Program) are not financial statements showing what is actually spent. They are estimates of what is allocated at the time based on the current level of planning or engineering that has been done to that point. He said until they are obligated at an exact phase, all we can do is have estimates. In eighteen years at GPATS, there has never been a GPATS project that has not experienced significant cost overruns. He gave the

example of the 153 extension project in Easley which was three times the cost of the original estimate. Mr. Brockington explained the planning level estimates at the origin of the project are not the final costs. For Engineering they have to go through NEPA (National Environmental Policy Act) in order to get those refinements, the ROW estimates are what SCDOT projects that phase will cost and then the final construction estimates are done after that when the final construction plans are done. The reason Butler Road went up in cost is they now have the final construction estimates. We do not yet have those numbers for the WRCR project because the final design has not been completed. We know that WRCR is going to go up again. All of this is a process of refining estimates until the funds are actually obligated.

Chairman Senator Rice asked the amount of money in GPATS budget for construction on the WCRC project.

Mr. Brockington responded the construction funds have not been programmed in to the TIP and are awaiting the SIB and Greenville County monies to be programmed. Currently between the SIB and the Greenville County match we have \$79.3M for construction costs alone.

Mr. McAden asked if that was distinct from ROW acquisition costs.

Mr. Brockington responded yes, that is distinct from ROW acquisition. We currently have in the GPATS TIP \$43.211M for ROW acquisition. The \$79.3M for construction is not programmed in the TIP yet, it is what has been applied for. We are planning on making an amendment to the TIP. The \$79.3M does not come out of guideshare so it will not affect GPATS balance. Mr. Brockington explained the \$43.211M for ROW acquisition does come out of guideshare funds.

Chairman Senator Rice asked about the SC Highway 183 project funds.

Mr. Brockington responded the 183 project was never a GPATS project it is a SIB project. The 183 project is in the Long-Range Transportation Plan (LRTP) but is not ranked high enough to be brought into the TIP yet.

Chairman Senator Rice asked if funds are continually increased for WRCR would that affect the SC 183 project ever being brought in.

Councilor Kirven answered he did not believe so. He explained 183 project was a joint application to the SIB with WRCR and the bank chose WRCR because they saw it as a bigger regional impact. He explained the Greenville County match for WRCR has been wired to the SIB and is in their account waiting for the work to begin.

Mr. Brockington added the SIB does need to provide their final approvals now that they have the Greenville County match. He explained he is anticipating to amend the TIP in May at the Policy Committee meeting to include those monies into the project

Mayor Merritt, City of Mauldin, voiced his concerns over the entire process. He commented the more information he has helps to answer citizens' questions and he understands having federal monies in the projects bring in more requirements and regulations. Mayor Merritt voiced his belief is members on this committee need to be on another committee to stress the fact waiting 12-14 years from project inception to project beginning makes it impossible to program those numbers and be realistic. The timeframe needs to be reduced and the process needs improving.

Chairman Senator Rice agreed expediting the projects is critical. The longer the process the higher the cost. Senator Rice asked what was the original cost on the Butler Road project.

Mayor Merritt answered \$17-20M engineering cost originally and is now close to \$40M for 1.7 miles.

Councilor Kirven asked if Casey Lucas with SCDOT would like to comment.

Commissioner Christopher, with SCDOT, stated the agency is running 35 years behind and money that was supposed to go to SCDOT was allocated to the general budget.

Casey Lucas, with SCDOT, stated she is happy to answer any questions members may have. In reference to Chairman Senator Rice's request for more information, Ms. Lucas asked what additional information would the members like SCDOT to provide. She agreed when others do not understand the process it causes confusion.

Commissioner Christopher added SCDOT would gladly answer questions about the retention pond or other specific questions regarding the WRRCR project. Ms. Christopher offered getting in touch with the construction department and letting them address some of these specific concerns.

Chairman Senator Rice stated he wanted more in-depth project overviews from SCDOT and would talk with Casey Lucas to answer her questions regarding his request for more information.

Casey Lucas asked what additional information, specifically, Chairman Senator Rice is requesting and she feels the additional information should be added to SCDOT updates given to the Policy Committee. Ms. Lucas added she is happy to answer any project specific questions today.

Chairman Senator Rice responded he did not expect any specific answers today but requests an in-depth project review on both projects.

Ms. Lucas asked for clarification on requested information as the history, scope, or design of the projects.

Chairman Senator Rice responded the scope and design with a more detailed idea of where the projects are headed. Senator Rice explained he believed the committee needs to know how far along the projects are he believes some minor changes on the WRCR could save significant money. He mentioned, as an example, underground water storage.

Casey Lucas explained site specific/parcel specific issues will be handled in the ROW phase. Ms. Lucas said there is inline detention all through Smith Hines Road and the storm ponds are all on top of that. Ms. Lucas stated the department has seen lawsuits due to water issues post-construction so they must think long term. She expressed her confusion on exactly what detailed information is being requested.

Chairman Senator Rice responded he would get a list together of specific information requests.

Casey Lucas asked if anyone had questions on the Butler Road project stating this project had a more significant increase than WRCR did. She explained Butler Road is obligating ROW a month before WRCR and they are at the same level of design.

Chairman Senator Rice explained it is his job, as a Senator, to communicate with SCDOT when citizens contact him stating they are having problems with SCDOT due to ROW issues. He explained the best plan is to work out something that is beneficial to all involved.

Commissioner Metcalf, with SCDOT, asked if parties are coming to the table now feeling as though they were not included in the public meetings on the WRCR project?

Chairman Senator Rice stated Realtylink said they had spoken with SCDOT referencing the 7-11 convenience store and thought they had worked out the design. However, Realtylink did not know they were placing a median on Woodruff Road that restricted access to the store in addition to construction on the connector road.

Commissioner Metcalf stated he understood limited access was part of the solution to relieve congestion.

Casey Lucas stated along Woodruff Road there is a safety project from SCDOT safety office which include divided medians being added along Woodruff Road itself. Ms. Lucas explained Smith Hines Road is a part of their project and there is a divided median at the intersection of Smith Hines and Woodruff Road which will limit access to the 7-11.

Mr. McAden, with Realtylink, stated it would have been nice to have known limited access was being created and he understands SCDOT safety goals and controlled access. He explained Realtylink investments, as real estate developers, are predicated in large part on access. Realtylink went to SCDOT two years ago, proactively, regarding a deal Realtylink had a signed lease on and things changed fundamentally in two years which is a big deal to Realtylink.

Commissioner Metcalf stated SCDOT focuses on top quality engineering and planning as much as possible. He explained the department is catching up on a lot of things and everything has gotten more expensive. He suggested coordinating a meeting with Ms. Lucas and offered that he and Commissioner Christopher would see what they could contribute to that.

Commissioner Christopher stated that transparency is important and is the reason for public notices so that people are aware of what is coming to their area. SCDOT wants to be sure they are listening to all the calls and citizens' comments.

Chairman Senator Rice asked for any other comments or questions.

ADJOURNMENT

MOTION:

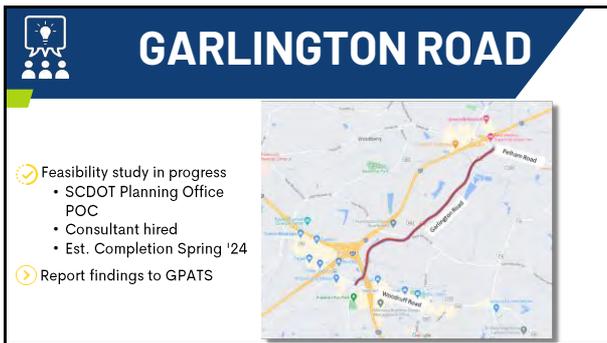
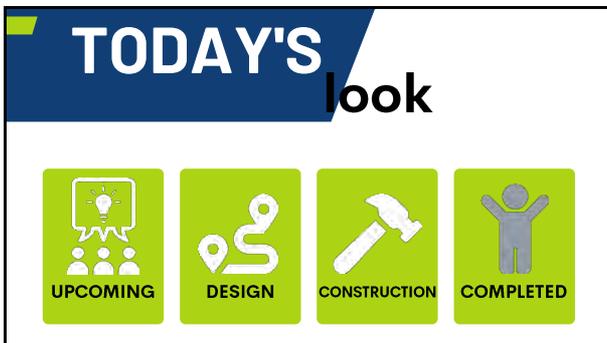
Without objection Chairman Senator Rice adjourned the meeting at 10:49 a.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

PROJECT SCOPE		CURRENT STATUS	PAST UPDATE SUMMARY	UPDATES		
Guideshare	Roper Mountain Rd.	0041471	Greenville County - Improvements between RMR Ext. and I-85; widen to 5 lanes with curb & gutter, sidewalk, & bike lanes from near RMR Ext. to Blacks Drive, and to 3 lanes for the remainder. Design by HDR.	In Construction Est. Completion: 10/2023	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. All known utility conflicts have been resolved.	RMR drainage and sidewalk work continuing. RMRE Phase I bridge work started, and sidewalk work continuing.
	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.	ROW has been obligated. ROW kickoff meeting scheduled for 5/16/23.
	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. ROW and CON funds increased (+20.4M) 2/27/23 PC.	ROW has been obligated. ROW kickoff meeting held 3/30/23.
	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. SCDOT Planning Office is securing a consultant to continue the feasibility study.	Consultant selected for Feasibility Study, expected completion is Spring 2024.
	S-164 Batesville Rd.	P030554	Greenville County - S-164 Batesville Road Phase II, Pelham Rd. to the Parkway. Widen to 3 lanes with curb & gutter, and sidewalks.	on hold Current Let Date: TBD	Due to the uncertainty of the I-85 widening project, the ROW phase was moved to FY 2024, and Road Construction, Bridge Construction, Utility and CE&I Phases, and the let date were moved to FY 2025. When there is a clear path forward, funding will be adjusted accordingly.	
	SC 183 & Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a roundabout.	In PE Current let date 12/2023	Project on-hold in 2017 per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183). In FY 2020-2025 TIP this project is removed from being on hold, and ROW is FY 2021. GPATS PC voted to put the project back on hold 10/2019. Project voted to be taken off of hold per May 2022 GPATS PC Meeting.	Project under review to verify current design (roundabout) is still appropriate. Next steps, restart public involvement.

 PROJECT SCOPE			 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES	
Bridges	S-75 Cherokee Rd. over US 29	0031268	Anderson County - S-75 Cherokee Road over US 29 bridge replacement	In Construction Est. Completion: 7/2024	ROW acquisition is 75% complete. Awarded to Thrift Development Corporation - \$11.2M. Pre-con held 1.20.22.	The bridge beams have been set, and the contractor is preparing to begin the bridge deck installation. Work on the entrance and exit ramps are continuing. The new roundabout at Cherokee Rd and Joe Black Rd was recently opened.
	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. Project in ROW 2/2022.	Construction plans have been submitted and are currently being reviewed.
	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 Complete beging of April. Waiting for utility relocation to finish installation tied to bridge.
	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 Deck poured beginning of April.
	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: TBD	LNTP issued 1.19.22 for consultant to begin preliminary work while contract is executed. Project website live https://churchstbridgerehab.com .	Plans submitted ahead of May ROW Obligation
	S-125 over Saluda River	P037701	S-125 (Freeman Bridge Road) over Saluda River Bridge Replacement. (Y1 Off-System Bridges)	In ROW Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase. Construction plans have been signed and completed proposed let date is still planned for 2028.	
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	In PE Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. ROW obligated 2/2023.	
TAP & LPA	Woodside Streetscape	0042551	City of Fountain Inn - new sidewalks and shared use path beginning at Fairview Street & Diamond Tip Blvd extending along Woodside Ave and ending at the intersection of Jones St & Wall St. w/ new alignment through Woodside Park.	In Letting Prep Current Let Date: TBD	Plans completed and project let 5/2022. No acceptable bids received. Scope revisions forthcoming per FI to reduce construction cost.	Revised plans received from FI, reletting with Woodside Connector.
	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: TBD	Project plans are completed. Let date rolling until construction funding secured by the City. Additional TAP funds awarded 10/22.	Supplemental FPA excuted, project letting 8/2023.
	Riverside Middle School Sidewalk	P030103	Town of Pendleton TAP - Repair existing & add new sidewalk & ped crossings & improve drainage along Riverside St from Thompson St to Riverside Middle School.	In ROW Current Let Date: 03/2024	Project plans are completed. Let date rolling until construction funding secured by ACSD 4. Additional TAP funds awarded 10/22.	Supplemental FPA excuted, project letting 3/2024.
	Town of Central Connector	P041351	Town of Central will build an approximately 3,000 LF bike/ped path (Green Crescent Trail) along SC 93 (Main St) from Church St to Tarrant St that connects the areas surrounding the downtown district.	In Planning Current Let Date: TBD	FPA executed 8/2/22. Project was scoped with the Town of Central, and surveys have been ordered.	
Fed. Ear.	West Georgia Rd (S-272) Improvements	P038375	Intersection improvements along W Georgia Rd at Neely Ferry, E Standing Springs Rd, & Rocky Creek Rd. Widening from Kettle Oak Way to Rio Grande and Morning Mist Ln to Malibu Ln	In ROW Current Let Date: 12/2023	Project in ROW phase.	



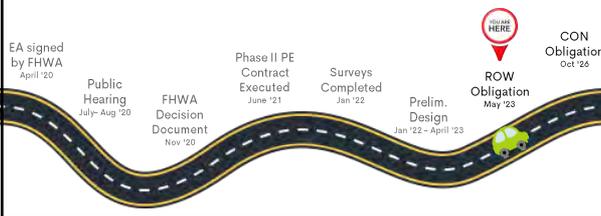
WOODRUFF ROAD CONGESTION RELIEF

- ✓ ROW plans completed & ROW funds obligated
- 📅 ROW kick-off meeting 5/16
- 📅 CON Spring 2026



FixWoodruffRoad.com

WRCR ROADMAP



- EA signed by FHWA April '20
- Public Hearing July- Aug '20
- FHWA Decision Document Nov '20
- Phase II PE Contract Executed June '21
- Surveys Completed Jan '22
- Prelim. Design Jan '22 - April '23
- ROW Obligation May '23
- CON Obligation Oct '26

S-107 BUTLER ROAD

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



BuildingaBetterButler.com

TAP PROJECTS

- Fountain Inn Woodside Streetscape
 - \$180K GPATS TAP Funding
 - Bids rejected 5/2022
- Fountain Inn Woodside Connector
 - \$799K Total TAP Funding
 - ✓ FPA Executed
 - ✓ Submitted for 8/2023 Letting



TAP PROJECTS

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



PROJECTS in construction



Roper Mtn Rd/Roper Mtn Rd Ext.

GPATS Guideshare project

Awarded to Eagle Construction 04/2020

Estimated Completion 10/2023



RCE update

- RMR drainage and sidewalk work is continuing
- RMRE phase 1 bridge work is underway, and sidewalk work is continuing



RCE UPDATE



S-75 Cherokee Rd. over US 29

Non-Guideshare Bridge Replacement in Anderson County

Awarded to Thrift Development 11/2021

Estimated Completion 07/2024



RCE update

- Bridge beams are set & deck installation is underway
- Ramp work is continuing
- New RAB at Cherokee Road and Joe Black Road is open



RCE UPDATE



S-140 & S-250 Bridges

Non-Guideshare Bridge Replacements

Awarded to Clearwater Construction 08/2021

Estimated Completion 06/2023



RCE update



- S-140
 - Bridge completed in April
 - UT relocation tied to bridge needed
- S-250
 - Bridge deck work is underway



THANK YOU!

Questions?

CONTACT ME AT:

 LUCASCB@SCDOT.ORG

 803-737-1087





Greenville County Planning Department

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(864) 467-4957
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Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS Transportation Alternatives Program, FY2023 Recommendations

In January, Staff released its annual Call for Projects for the FY2023 TAP Cycle. Staff has received one application in total. A summary of the application is below, please find the ranking form in **Attachment 4.2**:

City of Greer – Wards Creek Trail Phase 1

- Requesting \$1,090,345.60
- Score: 16 out of 21 points
- Description: Construction of a 12' wide trail that is located along Wards Creek, connecting Wards Creek Park to Biblebrook Drive. The trail will accommodate pedestrians and cyclists. The trail will total 0.45 miles.

GPATS currently has \$1,168,982 in TAP funds available for new projects.

The Bike and Pedestrian Coordinating Committee discussed the application and **recommends that GPATS award funding to City of Greer's project. The Study Team has reviewed the application, and recommended Approval by Concensus Without Objection.**

The Policy Committee will be asked to Approve the application for inclusion into the GPATS TIP, which will be taken up in the next agenda item.

GPATS Transportation Alternatives Program (TAP) Criteria Ranking Form

Project name: _____

1). ELIGIBILITY

A project must meet the following three eligibility requirements in order to be considered:

- Applicant is an eligible entity for TAP funding
- The project meets eligibility requirements
- The applicant has no current TAP or Transportation Enhancement-funded project below 50 percent completion

Mark if YES (1 point each)

2). EFFECTIVENESS

A. Project supports a community's Complete Streets policy, is on a designated local, state, or national bicycle trail, is part of a local, regional, or statewide initiative, and/or provides connectivity to other facilities or regions of activity

B. Completes planned corridors, fills gaps in network(s)

C. Completes regional planned corridors, fills in gaps in a regional network

D. Connects users to a destination, acting as an alternate form of transportation that is not for recreational use only.

E. In conjunction with other infrastructure work (e.g., State Resurfacing or a Guideshare project)

F. Part of an economic development or community

improvement initiative (e.g., implementation of completed plan or study)

G. One or more jurisdiction (county, city etc.) is partnering on the project

3). SAFETY AND LIVABILITY

A. Project addresses safety

B. Enhances livability, demonstrates quality of experience, improves quality of life, and/or improves population health

C. Serves and would benefit the local population and/or Employees

D. Project is located in an area of high need (greater than or equal to 20% of population within census tract in poverty)

E. Project has documented community support (letters of Support, outside funding, etc.)

4). CONSTRUCTABILITY

A. Project feasibility

B. Concurrence with SCDOT Design Standards

<https://www.scdot.org/business/road-design.aspx>

C. Realistic scope and schedule

D. Project readiness – Is the project one that can start with relative ease? Are there complications that will postpone the project, such as excessive right-of-way

acquisition? Could these complications postpone the project and cause lapsing funds?

5). FINANCIAL ELEMENTS

A. Realistic expectations and cost that are in agreement with SCDOT estimates

B. Local-match funding higher than the 20% minimum

C. Local match secured

D. Other, non-TAP work determined will benefit project (e.g., Local funds spent to improve infrastructure adjacent to TAP project)

E. Evidence of a strong maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties

TOTAL (of 21 possible points)



Greenville County Planning Department

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Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS Transportation Improvement Program Amendment AC #4

Please find **Attachment 5.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2023 through 2028. This proposed Amendment version will be known as AC #4.

The following changes are being made to the TIP:

- At the request of SCDOT, based on the Annual Obligations for GPATS, the Guideshare Carryover Balance from FY2022 is adjusted from the TIP-Estimated \$27,977,390.03 to an Actual \$22,864,795.85.
- At the request of SCDOT, due to delays in the Feasibility Report process, shifts of the following projects:
 - US-29/Mills Ave. – 2023 to 2026
 - Grove Rd – 2023 to 2025
 - Laurens Rd – 2025 to 2027
 - Mauldin Golden Strip Greenway – 2023 to 2024
 - Greer to Taylors Greenway – 2025 to 2026
- Transit Apportionments for FY2023 of Section 5307, 5339, and 5310, and State Mass Transit funds for GTA/Greenlink and CATbus, based on formula (see **Attachment 5.3**)
- Award from SCDOT of Supplemental Funding for the Greenlink Maintenance Facility, \$8.6 million in Section 5311(Rural) and 5339(Capital) funding converted to 5307, and \$1.8 million of SMTF funding as match
- Award from FTA to CATbus for Section 5339(c), “Low/No” Grant, \$3.93 million
- Addition of TAP Allocation to total \$1.326 million
- Award to the City of Greer of TAP funds, \$1,090,345.60 pending GPATS approval.

The TIP has been advertised from April 24th through May15th, 2023. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the GPATS FY2023-2028 Transportation Improvement Program, Amendment AC #4, which will be submitted for adoption into the Statewide Transportation Improvement Program (STIP).

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2023-2028 FINANCIAL STATEMENT

Amendment/Correction Version AC 4 - DRAFT

TIP Approved 05/16/2022 | AC #4 Approved ...date

(COST IN THOUSANDS)	TIP								TIP COST (2023-2028)
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028		
GUIDESHARE ALLOCATION	\$20,644	\$23,211	\$23,211	\$23,211	\$23,211	\$23,211	\$23,211	\$23,211	\$139,266
DEBT SERVICE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SCDOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)	(\$900)	(\$900)	(\$3,150)
ALLOCATION AVAILABLE FOR PROJECTS	\$20,494	\$23,061	\$23,061	\$23,061	\$22,311	\$22,311	\$22,311	\$22,311	\$136,116
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$ 7,783	\$ 22,865	\$ 7,783	\$ 15,007	\$ 17,602	\$ 8,101	\$ 17,262		
GUIDESHARE SUBTOTALS	\$ (300)	\$ (19,650)	\$ (15,837)	\$ (20,467)	\$ (31,812)	\$ (13,150)	\$ (1,800)		(\$102,716)
SCDOT GUIDESHARE ADVANCEMENT									
GUIDESHARE PAYBACK									
BALANCE	7,783	27,977	26,276	15,007	17,602	8,101	17,262	37,773	37,773

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

- * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY
- ** - ENVIROMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)
- *** - Projects to be merged with I-85 @ I-385 Design/Build
- **** - Projects may be combined for cost saving, if possible.
- ***** - Advance construction (AC) is not additional funding it is illustrative of the advancement

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED
REMOVALS IN NEXT HIGHLIGHTED

FY21-26 GUIDESHARE SUMMARY		
REVENUES	ALLOCATION	\$139,266
	CARRYOVER	\$7,783
EXPENDITURES	PROJECTS	(\$102,716)
	DEBT	\$0
	OTHER	(\$3,150)
BALANCE		\$37,773

Amounts shown in Italics are Non-Guideshare funds

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

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

37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS	1,548										STBGP
37728RD02		ALEX RD	2,043									Fully	
37728RD03		JIM HUNT RD JAMESON RD	239 P, R				2,000 C					Obligated	
37686RD01	17	BATESVILLE ROAD (S-164)	1,650 P										STBGP
		SC 14 TO ROPER MOUNTAIN RD	2,200 R										
		(THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	13,000 C 1,750 C										Safety
39660RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS	750 P 1,500 R										STBGP
		FROM NEAR SCUFFLETOWN	*****9,500 C-AC										
		RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	6,778 C-ACC 2,722 C-ACC										CRRSAA
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) ****	1,550 P										STBGP
		PELHAM ROAD TO ROPER MOUNTAIN ROAD	1,200 R										
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	9,800 C										
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) ****	1,150 P										STBGP
		ROPER MOUNTAIN EXT TO GARLINGTON ROAD	1,500 R										
		(THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	7,750 C 1,000 C										Safety

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

GUIDESHARE PROJECTS CONTINUED													
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
					FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates													
		Mauldin Golden Strip Gateway				150 PL	TBD	TBD			\$150		STBGP
		Clemson-Central Green Crescent Connector				150 PL	TBD	TBD			\$150		STBGP
		Augusta Street Area Bike Network				200 PL	TBD	TBD			\$200		STBGP
		City of Easley Doodle Trail Extension				150 PL	TBD	TBD			\$150		STBGP
		City of Greer and Taylors Greenway						25 PL	TBD		\$25		STBGP
		Travelers Rest Area Bike/Ped Network Expansion					20 PL	TBD			\$20		STBGP
			-	-	\$ -	\$ 650	\$ 20	\$ 25	\$ -	\$ -	\$ 695		
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates													
		GTA - Greenlink Capital				900	900	900	900	900	\$4,500		STBGP
		CAT - Clemson Area Transit Capital				900	900	900	900	900	\$4,500		STBGP
			-	-	\$ -	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 9,000		
Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates													
P028935		US 123, Easley	122										STBGP
P028961		Pelham Road, Greenville	122										STBGP
		US 276 (Cherrydale), Greenville/Greenville County				80							STBGP
P029726		Woodruff Road (Scuffletown)/Greenville County	55										STBGP
P033666		SC 93, Clemson	50										STBGP
P033665		US 276 - West Butler Road, Mauldin	55										STBGP
		Fairview Road, Simpsonville				90							STBGP
		East Butler Road, Mauldin				70							STBGP
		Signal Retiming Allocation	900	150	150	150	900	900	900		\$2,250		
		Signal Retiming Balance	496	646	556	706	856	1756	2656	3556		3556 UNDER BUDGET	
GUIDESHARE SUBTOTALS			\$ 57,042	\$ 300	\$ 19,650	\$ 15,837	\$ 20,467	\$ 31,812	\$ 13,150	\$ 1,800	\$ 102,716		

NON-GUIDESHARE PROJECTS												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255										ARC See TAP Section Local/Greenville Co
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C										APPALACHIAN REG.
	SC-93 AT CLAYTON ST - TOWN OF CENTRAL	299 C 365 P,R,C										APPALACHIAN REG. Local
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100										RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76										RTP
P038477	CLEMSON BIKING & WALKING TRAIL - SEGMENT 2	250 P 250 P	30 R 30 R	220 C 220 C						\$440		ARC Local
P038375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,000 P	565 R 692 C		2,211 C					\$2,211		EARMARK LOCAL
42551	WOODSIDE STREETScape	59 R	107 C 313 C 310 C									ENHANCEMENT ARC Local
P28052000920	PARALLEL SWAMP RABBIT TRAIL IN UNITY PARK	125 P,R,C										SCRTP
P28052001020	GREEN CRESENT TRAIL, CLEMSON PARK LOOP	125 P,R,C										SCRTP
P28052100921	BOLICK/CANNON TRAIL - TOWN OF CENTRAL RECREATION DEPT	125 P,R,C										SCRTP
P28052101021	THE PAVILION MINIATURE RAIL-TRAIL - GREENVILLE COUNTY PARKS AND REC	125 P,R,C										SCRTP
P28052200922	GREEN CRECENT TRAIL, GATEWAY PARK CONNECTOR - CITY OF CLEMSON		100 P,R,C									SCRTP
P28052201122	CONESTEE PARK MOUNTAIN BIKING - CONESTEE NATURE PRESERVE		60 P,R,C									SCRTP
P28052201322	GILDER CREEK MULTI-USE TRAIL - CITY OF MAULDIN		66 P,R,C									SCRTP
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60	100 P 3,000 C										SAFETY/HSP
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL REPLACEMENT	1,014 P		236 R 3,236 C						\$3,472		BRIDGE REPLACE
P037701	BRIDGE S-23-125 OVER SALUDA RIVER - GRVL REPLACEMENT	1,191 P,R	3,063 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
	DESIGN BUILD 16 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-3		1,466 P	34,740 C								INTERST/NHS & FA NON NHS
P041233	BRIDGE US-123 SB OVER GEORGES CREEK - PKNS REPLACEMENT		367 P	20,245 C								BRIDGE REPLACE
P041232	BRIDGE SC-124 OVER GEORGES CREEK -PKNS REPLACEMENT		367 P	7,876 C								BRIDGE REPLACE
P041231	BRIDGE SC-183 OVER TWELVE MILE CREEK -PKNS REPLACEMENT		367 P	11,188 C								BRIDGE REPLACE
P041230	BRIDGE SC-183 OVER GREGORY/CANNON CREEK -PKNS REPLACEMENT		367 P	8,647 C								BRIDGE REPLACE
	DESIGN BUILD 19 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2024-1		1,107 P		30,328 C							INTERST/NHS & FA NON NHS
P041165	BRIDGE S-42-31 OVER PETERS CREEK - SPBG REPLACEMENT		101 P	4,113 C								BRIDGE REPLACE
P041166	BRIDGE S-37-51 OVER SNOW CREEK - OKNE REPLACEMENT		101 P	2,603 C								BRIDGE REPLACE
P041159	BRIDGE S-23-41 OVER MIDDLE SALUDA - GRVL REPLACEMENT		101 P	3,060 C								BRIDGE REPLACE
P041160	BRIDGE S-23-40 OVER SOUTH SALUDA - GRVL REPLACEMENT		101 P	3,052 C								BRIDGE REPLACE
P041167	BRIDGE S-37-133 OVER LITTLE CANE CREEK - OCNE REPLACEMENT		101 P	3,268 C								BRIDGE REPLACE
P041164	BRIDGE S-42-197 OVER SOUTH TYGER RIVER - SPBG REPLACEMENT		101 P	4,691 C								BRIDGE REPLACE
P041169	BRIDGE S-39-160 OVER TRIB TO KEOWEE RIVER - PKNS REPLACEMENT		101 P	3,149 C								BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK REPLACEMENT		101 P	1,737 C								BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK REPLACEMENT		101 P	2,647 C								BRIDGE REPLACE
P041168	BRIDGE S-39-32 OVER CEDAR CREEK - PKNS REPLACEMENT		101 P	2,678 C								BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER REPLACEMENT		101 P	2,767 C								BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARRIS RD) OVER BRUSHY CREEK REPLACEMENT		890 P	400 R	5,000 C							BRIDGE REPLACE
P038771	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER REPLACEMENT		890 P	150 R		3,230 C						BRIDGE REPLACE
2022	SC-124 OLD EASLEY HWY OVER SALUDA RIVER (GRVL)		41 P									STATEWIDE PM
2022	SC-418 OVER HUFF CREEK (GRVL)		100 P									STATEWIDE PM
2022	US-29 WADE HAMPTON BLVD OVER MTN CREEK (GRVL)		83 P									STATEWIDE PM
2022	US-276 GREER HWY OVER MIDDLE SALUDA RIVER (GRVL)		62 P									STATEWIDE PM
2022	SC-8 EASLEY HWY OVER US-29 (ANDERSON)		41 P									STATEWIDE PM
2022	SC-81 ANDERSON RD OVER SALUDA RIVER & S-4-143 (ANDERSON)		100 P									STATEWIDE PM
2022	SC-146 N HWY OVER ENOREE RIVER (SPBG)		100 P									STATEWIDE PM
2022	SC-135 DACUSVILLE HWY OVER SHOALS CREEK		45 P									STATEWIDE PM

NON-GUIDESHARE PROJECTS CONTINUED												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2022	TIP						TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028			
P030817	S-23-279 (Reid School Rd)	1,675 R,C										SAFETY
P037191	SC-146 Corridor (S-23-183 to S-23-654)	300 P	50 R 3,691 C									SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)	2,350 P,R,C										SAFETY
P039376	Intersection Improvement S-83 (Old Grove Rd) / L-27 (Bracken Rd)	300 P,R	2,000 C									SAFETY
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)	350 P,R	1,900 C	100 R						\$100		SAFETY
P039384	Intersection Improvement SC-135 (Dausville Hwy) / S-95 (Jameson Rd)	200 P	100 R	2,000 C						\$2,000		SAFETY
P039386	Intersection Improvement SC-81 (Anderson Rd) / S-23-327 (Old Dunham Bridge Rd)	200 P	1,050 R,C									SAFETY
P039387	Intersection Improvement US-29 / S-4-96 (Welcome Rd)	250 P	272 R	2,000 C						\$2,000		SAFETY
P041029	Intersection Improvement SC-81 (Anderson Rd) / L-183 (McNeeley Rd)		150 P	550 C						\$550		SAFETY
P041033	Intersection Improvement SC-81 (Anderson Rd) / L-912 (Cely Ln)		150 P	550 C						\$550		SAFETY
P041412	Intersection Improvement SC-20 with S-23-260			150 P	50 R	600 C				\$800		SAFETY
P041030	Intersection Improvement SC-290 (Locust Hill) / S-23-173 (Tigerville Rd)		200 P		75 R	2,250 C				\$2,325		SAFETY
P041416	Operational Improvement US-276 with S-3			150 P	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	50 R	600 C				\$900		SAFETY
P041052	Intersection Improvement SC-183 (Farris Bridge Rd) / S-39-55 (Ireland Rd)		200 P		50 R	1,700 C				\$1,750		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		2,000 P 10,000 C						Fully Obligated		NHS/IM SIB
P038111	I-85 @ Rocky Creek Bridge	1,200 P 44,000 C										NHS/IM
EXEMPT SUBTOTAL		\$416,012	\$ 19,241	\$ 71,821	\$ 45,026	\$ 13,650	\$ 30	\$ 2,320	\$714,500	\$847,347	\$ -	

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

Transit Projects														
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SUMMARY 2022*	Current FY		TIP (Extrapolated)				FUNDING
								FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
	GREENVILLE URBANIZED AREA (CA)	3,311	3,354	3,431	3,483	4,472	18,052	4,460	4,472	4,472	4,472	4,472	4,472	FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,424	2,323	2,314	2,294	2,921	10,550	2,950	2,921	2,921	2,921	2,921	2,921	
	Capital	461	42		341		844							
	Operating	509	1,580	627	609	1,196	4,522							
	Enhancements/Improvements					28								
	ADA	242			229	292	472							
	Planning Administration		232	231			464							
	Preventative Maintenance	1,212	468	1,456	1,114	1,405	4,250							
	Clemson Area Transit	888	1,032	1,117	1,190	1,551	5,776	1,510	1,551	1,551	1,551	1,551	1,551	
	Capital		0											
	Operating	395	613	380	476	837	2,701							
	Enhancements/Improvements													
	ADA													
	Planning Administration/Security	9	10	11	12	12	54							
	Preventative Maintenance	483	409	726	702	702	3,021							
	GREENVILLE URBANIZED AREA (PL)	160	160	160	160	160	800							FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,593	1,614	1,647	1,931	2,666	9,451	2,180						FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	349	386	402	408	583	2,128	600						FTA SECTION 5310
	-- Senior Solutions		253				253							
	--Greenville Transit Authority					160	160	265						
	--Clemson Area Transit					123	123	135						
	--Pickens County Meals on Wheels					123	123							
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	398	364	380	356	341	1,838	342						FTA SECTION 5339
	-- GTA Capital Purchase	291	252	256	234	223	1,256	226						
	-- CAT Capital Purchase	107	112	123	122	118	582	116						
	-- CAT Low/No Grant					3,170	3,170	3,930						5339(c)
	-- GTA Low/No Grant			5,277			5,277							5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT	11,000					11,000							5339(b)
	GTA MAINTENANCE FACILITY SUPPLEMENTAL FUNDING				8,604		8,604							5311/5339 shifted to 5307
					1,800		1,800							SMTF
	STATE MASS TRANSIT FUNDING	546	505	405	511	520	2,487	324						SMTF
	-- GTA SMTF	447	400	316	399	407	1,969	214						
	-- CAT SMTF	99	105	89	112	113	518	110						
	SCDOT Vehicle Replacement Initiative													FTA SECTION 5307
	-- GTA Capital Purchase													SMTF
	-- CAT Capital Purchase													5307 SMTF
	CARES ACT			14,382			14,382							FEDERAL CARES ACT
	-- GTA													
	Greenville UZA			6,552			6,552							
	Mauldin-Simpsonville UZA			4,669			4,669							
	-- CAT													
	Greenville UZA			3,161			3,161							
	AMERICAN RESCUE PLAN ACT 21				533		533							ARP ACT - 5307
	-- GTA													
	Greenville UZA				351		351							
	-- CAT													
	Greenville UZA				182		182							
	Coronavirus Response and Relief Supplemental Appropriations ACT				70		70							CRRSAA-5310
	AMERICAN RESCUE PLAN ACT 21				70		70							ARP ACT - 5310
	GREENLINK - HUMAN TRAFFICKING GRANT		21				21							FTA
	CA41/SCDDSN - Mobility for All Grant			326			326							FTA
	GREENLINK - RAISE GRANT					5,845	5,845							USDOT RAISE
	FTA SUBTOTAL	6,357	6,404	26,411	7,521	8,742	53,711	7,907	4,472	4,472	4,472	4,472	4,472	

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

Transportation Alternatives													
PIN #	TA			Previous Obligations	FY 2022	TIP					TIP COST (2023-2028)	REMAINING COST (2029+)	FUNDING
	Year	Priority	Jurisdiction/Projects			FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
	2013	5	City of Easley Brushy Creek Greenway Phase 1&2	534									TAP 20% Local Match
P029891	2014	1	City of Greenville Woodruff Road Sidewalks	361								Completed	TAP 20% Local Match
P030103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	250		215							TAP 20% Local Match
26998	2015	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
P038476	2016	1	City of Greenville Haywood Road Sidewalks	400								Completed	TAP 20% Local Match
P038173	2017	2	City of Fountain Inn Woodside Park Connector	351		448							TAP 20% Local Match
P041351	2019	1	Town of Central Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	643									TAP 20% Local Match
	2023	1	City of Greer Wards Creek Trail Phase 1	643		1,090							TAP 20% Local Match
*Funding has not been verified													
TA OBLIGATION				(3,784)	0	(663)	0	0	0	0	0		
ANNUAL TA ALLOCATION					1,299	1,326	656	656	656	656	656	4,607	
FUNDING ADVANCEMENT				1,244	622	622	622						
ADVANCEMENT REPAYMENT					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)		
BALANCE				(2,541)	(1,242)	(578)	78	113	147	181	215		
TA TOTAL				0	0	663	0	0	0	0	0		
FY 2023-2028 TIP GRAND TOTAL						\$28,283	\$100,040	\$65,335	\$38,589	\$36,314	\$19,942	\$720,772	\$980,993

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

GTA CAT Funding Formula 2023 03092023

FTA/State Apportionment Breakdowns

Greenville UZA Overall	<u>FY 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)</u>	<u>FY 2021 ARP Act</u>	FY 2022 Partial Year	FY 2022	FY 2023	Change (est)
Section 5307/5340	\$ 9,713,049.00	\$ 533,200.00	\$ 1,312,089.00	\$ 4,472,189.00	\$ 4,460,279.00	\$ (11,910.00)
Section 5310 (two-thirds to Transit Providers to be Split by formula)	\$ 69,789.00	\$ 69,790.00	\$ 219,026.00	\$ 583,095.00	\$ 599,925.00	\$ 16,830.00
Section 5339				\$ 341,247.00	\$ 342,154.00	\$ 907.00
SMTF				\$ 325,844.00	\$ 324,094.00	\$ (1,750.00)
Total	\$ 9,782,838.00	\$ 602,990.00	\$ 1,531,115.00	\$ 5,722,375.00		\$ (5,722,375.00)

Greenville Transit Authority						
	67.45%	65.85%	66.13%	65.32%	66.13%	0.81%
Section 5307	\$ 6,551,758.08	\$ 351,105.53	\$ 867,748.66	\$ 2,921,434.51	\$ 2,949,800.75	\$ 28,366.24
Section 5310					\$ 264,506.51	\$ 264,506.51
Section 5339	\$ -	\$ -	\$ -	\$ 222,917.85	\$ 226,283.18	\$ 3,365.33
SMTF	\$ -	\$ -	\$ -	\$ 212,855.92	\$ 214,339.22	\$ 1,483.30
Total	\$ 6,551,758.08	\$ 351,105.53	\$ 867,748.66	\$ 3,357,208.28	\$ 3,654,929.66	\$ 297,721.38

Clemson Area Transit						
	32.55%	34.15%	33.87%	34.68%	33.87%	-0.81%
Section 5307	\$ 3,161,290.92	\$ 182,094.47	\$ 444,340.34	\$ 1,550,754.49	\$ 1,510,478.25	\$ (40,276.24)
Section 5310					\$ 135,443.49	\$ 135,443.49
Section 5339	\$ -	\$ -	\$ -	\$ 118,329.15	\$ 115,870.82	\$ (2,458.33)
SMTF	\$ -	\$ -	\$ -	\$ 112,988.08	\$ 109,754.78	\$ (3,233.30)
Total	\$ 3,161,290.92	\$ 182,094.47	\$ 444,340.34	\$ 1,782,071.72	\$ 1,871,547.34	\$ 89,475.62

Mauldin-Simpsonville 5307	\$ 4,669,345.00	\$ 161,035.00	\$ 781,281.00	\$ 2,665,729.00	\$ 2,180,200.00	\$ (485,529.00)
SMTF				\$ 194,225.00	\$ 158,418.00	\$ (35,807.00)

If you want the original excel spreadsheet, please contact Asangwua Ikein at aikein@greenvillecounty.org or (864) 467-7287.

GTA CAT Funding Formula 2023 03092023

Table 1
FY 2021 Sub-allocation Formula

Variables

Non-Incentive	Population	PWD	BVRM
90.8%	25%	25%	50%
Incentive			
9.2%			

Inputs

Overall (Transit Served)								
	Population	Area (sq mi)	Population / sq mi	Population Weighted Density (PWD)	Annual Vehicle Revenue Miles (VRM)	Annual Passenger Miles (PMT)	Total Operating Expenses (OE)	Efficiency
	231,552	111	2,086.05	2,098.74	1,598,164	7,652,464	\$ 10,405,199.00	7,806,674.41
Greenville								
	189,586	94	2,016.87	1,651.34	992,825	2,986,052	\$ 7,079,263.00	1,259,524.69
Share	81.88%	84.68%		78.68%	62.12%	39.02%	68.04%	16.13%
Clemson								
	41,966	17	2,468.59	447.40	605,339	4,666,412	\$ 3,325,936.00	6,547,149.72
Share	18.12%	15.32%		21.32%	37.88%	60.98%	31.96%	83.87%

Split

Greenville	66.13%	100.00%
Clemson	33.87%	

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

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

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

General Information

Urbanized Area Statistics - 2010 Census

Greenville, SC
320 Square Miles
400,492 Population
93 Pop. Rank out of 498 UZAs
Other UZAs Served
0 South Carolina Non-UZA

Service Consumption

4,666,412 Annual Passenger Miles (PMT)
237,904 Annual Unlinked Trips (UPT)
812 Average Weekday Unlinked Trips
424 Average Saturday Unlinked Trips
265 Average Sunday Unlinked Trips

Database Information

NTDID: 40208
Reporter Type: Full Reporter
Asset Type: Tier II
Sponsor NTDID:

Service Area Statistics

17 Square Miles
27,983 Population

Service Supplied

605,339 Annual Vehicle Revenue Miles (VRM)
41,496 Annual Vehicle Revenue Hours (VRH)
18 Vehicles Operated in Maximum Service (VOMS)
30 Vehicles Available for Maximum Service (VAMS)

Assets

Revenue Vehicles 30
Service Vehicles 1
Facilities 1
Track Miles
Lane Miles

Modal Characteristics

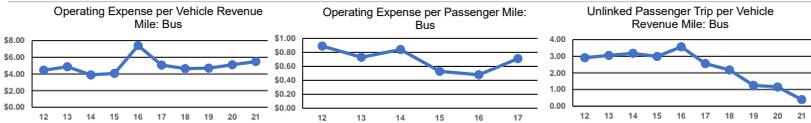
Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds				Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	
Mode							
Bus	18 ¹	-	\$198,603	\$152,563	\$13,958	\$0	\$365,124
Total	18	-	\$198,603	\$152,563	\$13,958	\$0	\$365,124

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years ^a
Bus	\$3,325,936 ¹	\$0 ¹	\$365,124	4,666,412	237,904	605,339	41,496	0.0	30	18 ¹	66.7%	7.1
Total	\$3,325,936	\$0	\$365,124	4,666,412	237,904	605,339	41,496	0.0	30	18	40.0%	

Performance Measures

Mode	Service Efficiency		Service Effectiveness		
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile
Bus	\$5.49	\$80.15	\$0.71	\$13.98	0.4
Total	\$5.49	\$80.15	\$0.71	\$13.98	0.4



Notes:

^aDemand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.
¹Includes data for a contract with another reporter.
^{*}This agency has a purchased transportation relationship in which they sell service to City of Seneca (NTDID: 41174), and in which the data are captured in this report for mode MB/DO.

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$744,024 22.4%
Local Funds \$642,553 19.3%
State Funds \$46,400 1.4%
Federal Assistance \$1,892,959 56.9%

Total Operating Funds Expended \$3,325,936 100.0%

Sources of Capital Funds Expended

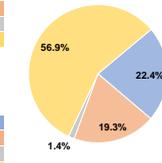
Fares and Directly Generated \$116,168 31.8%
Local Funds \$13,470 3.7%
State Funds \$42,715 11.7%
Federal Assistance \$192,771 52.8%

Total Capital Funds Expended \$365,124 100.0%

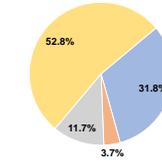
Summary of Operating Expenses (OE)

Labor \$1,868,648 56.2%
Materials and Supplies \$289,354 8.7%
Purchased Transportation \$0 0.0%
Other Operating Expenses \$1,167,934 35.1%
Total Operating Expenses \$3,325,936 100.0%
Reconciling OE Cash Expenditures (Reported Separately) \$0

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2022

Performance Measure - Asset Type - Target % not in State of Good Repair
Equipment - Trucks and other Rubber Tire Vehicles - 0%
Facility - Administrative / Maintenance Facilities - 0%
Rolling Stock - AB - Articulated Bus - 0%
Rolling Stock - BU - Bus - 45%

General Information

Urbanized Area Statistics - 2010 Census

Greenville, SC
 320 Square Miles
 400,492 Population
 93 Pop. Rank out of 498 UZAs
Other UZAs Served
 258 Mauldin-Simpsonville, SC

Service Consumption

565,600 Annual Passenger Miles (PMT)
 1,908 Average Weekday Unlinked Trips (UPT)
 1,380 Average Saturday Unlinked Trips
 158 Average Sunday Unlinked Trips

Database Information

NTDID: 40053
 Reporter Type: Full Reporter
 Asset Type: Tier II
 Sponsor NTDID:

Service Area Statistics

94 Square Miles
 202,464 Population

Service Supplied

992,825 Annual Vehicle Revenue Miles (VRM)
 71,418 Annual Vehicle Revenue Hours (VRH)
 22 Vehicles Operated in Maximum Service (VOMS)
 32 Vehicles Available for Maximum Service (VAMS)

Assets

Revenue Vehicles 35
 Service Vehicles 14
 Facilities 2
 Track Miles
 Lane Miles

Modal Characteristics

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
Demand Response	5	-	\$246,617	\$0	\$0	\$0	\$246,617	
Bus	17	-	\$1,107,007	\$667,787	\$747,964	\$69,213	\$2,591,971	
Total	22	-	\$1,353,624	\$667,787	\$747,964	\$69,213	\$2,838,588	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years ^a
Demand Response	\$558,727	\$20,256	\$246,617	39,110	7,467	66,932	6,429	0.0	6	5	20.0%	1.7
Bus	\$6,520,536	\$603,028	\$2,591,971	2,946,942	558,133	925,893	64,989	0.0	26	17	52.9%	6.5
Total	\$7,079,263	\$623,284	\$2,838,588	2,986,052	565,600	992,825	71,418	0.0	32	22	31.3%	

Performance Measures

Mode	Service Efficiency		Service Effectiveness			
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$8.35	\$86.91	\$14.29	\$74.83	0.1	1.2
Bus	\$7.04	\$100.33	\$2.21	\$11.68	0.6	8.6
Total	\$7.13	\$99.12	\$2.37	\$12.52	0.6	7.9



Notes:
^aDemand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated	\$852,834	12.0%
Local Funds	\$1,179,068	16.7%
State Funds	\$316,133	4.5%
Federal Assistance	\$4,731,228	66.8%
Total Operating Funds Expended	\$7,079,263	100.0%

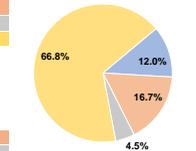
Sources of Capital Funds Expended

Fares and Directly Generated	\$0	0.0%
Local Funds	\$1,265,896	44.6%
State Funds	\$1,740	0.1%
Federal Assistance	\$1,570,952	55.3%
Total Capital Funds Expended	\$2,838,588	100.0%

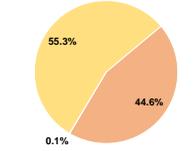
Summary of Operating Expenses (OE)

Labor	\$4,893,638	69.1%
Materials and Supplies	\$1,192,272	16.8%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$993,353	14.0%
Total Operating Expenses	\$7,079,263	100.0%
Reconciling OE Cash Expenditures	\$0	
Purchased Transportation (Reported Separately)	\$0	

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2022

Performance Measure - Asset Type - Target % not in State of Good Repair
 Equipment - Automobiles - 0%
 Equipment - Trucks and other Rubber Tire Vehicles - 54%
 Facility - Administrative / Maintenance Facilities - 100%
 Facility - Passenger / Parking Facilities - 100%
 Rolling Stock - BU - Bus - 22%
 Rolling Stock - CU - Cutaway - 0%
 Rolling Stock - VN - Van - 0%



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Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS Title VI Program Updates

GPATS is required to update Title VI documents to come in compliance with current FTA standards. The updates included;

- 1) Updating the [DRAFT GPATS Title VI Plan 2023](#),
 - i. Updating Demographics Data with the latest US Census data,
- 2) Updating the [DRAFT Limited English Proficiency \(LEP\) Plan 2023](#),
 - i. Updating Demographics Data with the latest US Census data.

Asangwua Ikein will be presenting on the changes to the plans, and be on hand to answer any questions.

The Title VI Plan and LEP documents have been advertised from April 24th through May 15th. The Study Team has reviewed these items and recommends Approval by Consensus without objection.

The Policy Committee will be asked to approve the Amendments to the Title VI Plan and the Limited English Proficiency Plan, which will keep GPATS in compliance with Federal standards.



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Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS Performance Measures Updates

Please find **Attachment 6.2**, an Amendment to the GPATS Horizon 2040 LRTP of GPATS Performance Measures as required by the FAST Act. Additionally, please find **Attachment 6.3**, an Amendment to the GPATS FY2023-2028 TIP Document to bridge TPMs from the LRTP into project selection and implementation. Lastly, please find **Attachment 6.4**, the SCDOT Transportation Asset Management Plan System Performance Report. Per the request of SCDOT and FHWA, this item is to be amended into the LRTP as an Appendix.

The Performance Measure items being amended are:

- Infrastructure Condition
- System and Freight Reliability
- SCDOT STAMP System Performance Report 2022

Anna Stewart will be presenting on these changes.

Both amendments have been advertised from April 24th through May 15, 2023. The Study Team has reviewed these items and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve 1) the Amendment to the GPATS Horizon 2045 LRTP and 2) the Amendment to the GPATS FY2023-2028 TIP Document.

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 January 1, 2022.

- 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 (2021 AVERAGE)

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

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 May 15, 2023.

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 January 1, 2022.

- 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 May 15, 2023.

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	95.9% person-miles traveled that are reliable	95% person-miles traveled that are reliable	1.31 on TTTR Index
SC 2-Year Targets	89.1% person-miles traveled that are reliable	85% person-miles traveled that are reliable	1.45 on TTTR Index
SC 4-Year Targets	89.1% person-miles traveled that are reliable	85% person-miles traveled that are reliable	1.45 on TTTR Index
GPATS Baseline	85.2% person-miles traveled that are reliable	93.9% person-miles traveled that are reliable	1.57 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>.

Bridge condition was measured similarly, but with the following thresholds: deck condition, superstructure condition, substructure condition, and culvert condition on a scale of 0-9. Scores of 4 or below were considered poor condition, while scores of 7-9 were considered good condition. Any scores in the middle were considered fair condition. Targets were set using the average bridge deterioration rate while considering existing and planned construction projects expected to be completed within the monitoring timeframe.

This measure is impacted the most by resurfacings, which are generally handled by SCDOT. Projects such as the bridge replacement on Mount Lebanon Church Road over the Middle Tyger River and one of its tributaries in Spartanburg put down fresh new infrastructure and pavement and ultimately create a more pleasant experience for roadway users. Any project completed will improve the infrastructure in that area, especially if the infrastructure was in poor condition to begin with. A great example of this is the I-85/I-385 Gateway project, which upon completion, has added a wealth of good condition pavement along with altogether new infrastructure. GPATS Policy Committee elected to adopt and support the State targets on May 15, 2023. These targets can be seen below and will inform all funding decisions made in the GPATS TIP and LRTP.

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

System & Freight Reliability

System reliability refers to the amount of time a user spends traveling through a corridor and whether this time is consistent with the travel time the road was designed to facilitate. Federal regulations required state DOTs to establish and report 4- year targets for three system and truck travel time reliability performance measures by January 1, 2022.

Travel Time Reliability was measured based on four different time categories: 6 am to 10 am, 10 am to 4 pm, and 4 pm to 8 pm on both weekdays and weekends. Once all categories were recorded and sorted, the 80th percentile was divided by the 50th percentile to create a ratio. A ratio with a value of 1 was considered reliable, while a value of 0 was considered unreliable. This was used to calculate the percentage of person-miles considered reliable and unreliable. This data

informed the targets while also considering baseline data and ongoing and expected construction projects in the state.

Truck travel time reliability had a similar process with the same time categories but used the Truck Travel Time Reliability Index (TTTR). The 95th percentile was divided by the 50th percentile for each segment. The largest TTTR ratio was found for each segment and multiplied by the segment length. The sum of all the length-weighted segments was then divided by the total length of the interstate in question to get the TTTR Index Number. Like before, future targets were set by considering ongoing and expected construction projects in the State. GPATS Policy Committee elected to adopt and support the State targets on May 15, 2023. The targets can be found below. These targets will be considered when ranking all future projects in the LRTP and TIP.

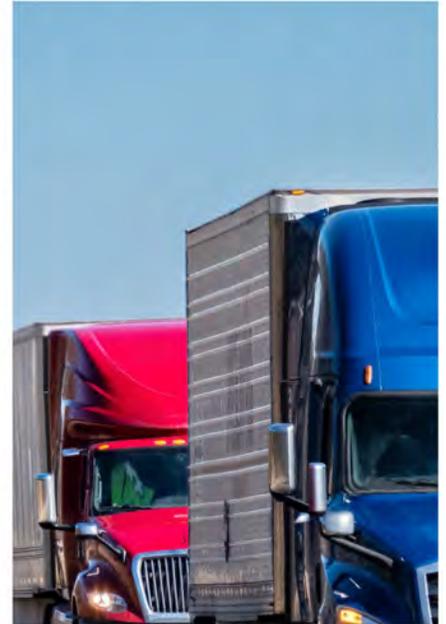
Projects such as the Woodruff Road Congestion Relief project and SC-153 improvements will help these corridors remain reliable at all times of day for both traditional and freight traffic. Woodruff Road is a highly trafficked corridor, especially during peak hours. Woodruff Road's freight presence to service the commercial and retail uses along the corridor presents stresses of its own. The construction of a parallel road will give thru traffic a better alternative and, theoretically, limit traffic on Woodruff Road to those seeking businesses in particular stretches. SC-153 has a similar context as well. The intersection improvements going in at River Road and Old Pendleton Road, in combination with the extension continuing past US-123, will serve to alleviate bottlenecks and provide alternatives for regional thru traffic.

Projects are already being completed that are helping improve system reliability. One of the most notable examples is the I-85/I-385 Gateway Project. This Interstate interchange project, which officially reached substantial completion in December 2019, eliminated a bottleneck created by traffic attempting to exit I-85 to I-385 and/or Woodruff Road. This traffic used to merge together in a very small space and take one exit. The interchange improvements included a series of fly-over bridges, along with an ample amount of time to merge into the correct lane, and have created a significant boost to system reliability for both general road users and freight.

System and Freight Reliability Targets and Baseline Data

	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability
SC Baseline	95.9% person-miles traveled that are reliable	95% person-miles traveled that are reliable	1.31 on TTTR Index
GPATS Baseline	85.2% person-miles traveled that are reliable	93.9% person-miles traveled that are reliable	1.57 on TTTR Index
SC 2-Year Target	89.1% person-miles traveled that are reliable	85% person-miles traveled that are reliable	1.45 on TTTR Index
SC 4-Year Target	89.1% person-miles traveled that are reliable	85% person-miles traveled that are reliable	1.45 on TTTR Index

STAMP SYSTEM PERFORMANCE REPORT 2022



Date: February 1, 2023
CFR 450.324(f)(3-4)

South Carolina Department of Transportation STAMP System Performance Report 2022

*Full Performance Period Progress (FPP) Results of the 1st Performance Period (2018-2021) and
Baseline Performance Period (BPP) of the 2nd Performance Period (2022-2025)*

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation Air Quality (CMAQ) Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT’s Strategic Ten-Year Asset Management Plan (STAMP). SCDOT’s STAMP has been developed in a collaborative effort with South Carolina’s Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting performance estimates for **all** state maintained roads and bridges. By clearly identifying the needs of South Carolina’s transportation infrastructure, the STAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT’s physical assets over the next decade. The STAMP is an all-inclusive document that houses the Strategic Plan, Ten-Year Plan (2018-2027), Asset Management Plan (2022-2032) and Performance Measures. The timelines and horizons are illustrated below in Figure 1.

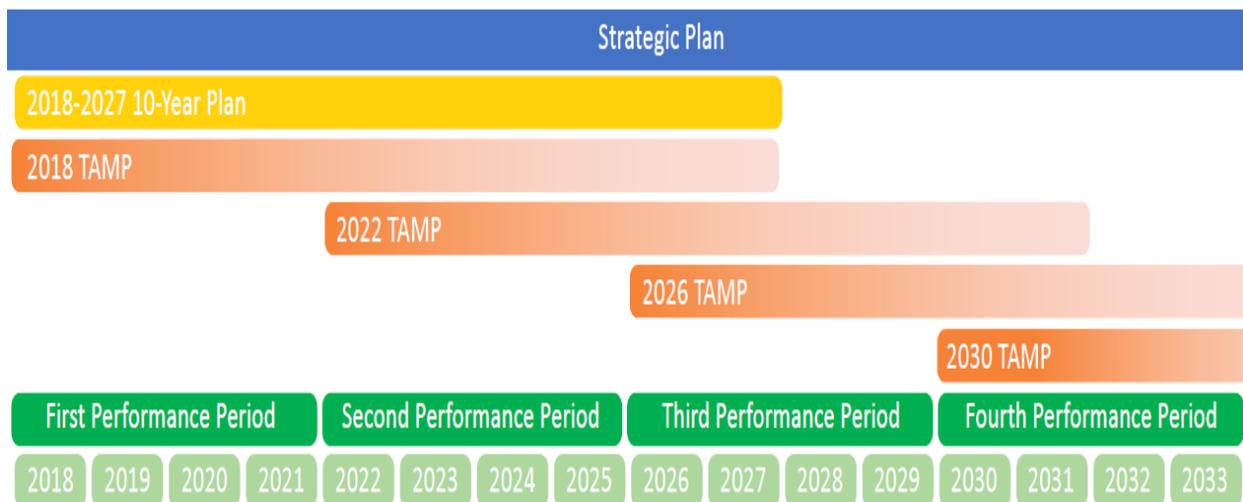


Figure 1. STAMP Timelines and Horizons

In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). In addition to state funding, SCDOT has received an increase of federal funding through the Infrastructure Investment and Jobs Act (IIJA) and recurring matching state funds. These new revenues, coupled with other Federal and State funds and one-time appropriations, form the financial foundation of SCDOT's Ten-Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The additional funding gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The three major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals



Figure 2. Strategic Plan Goals

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

MAP-21 National Goals

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods and services, thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Full Performance Period (FPP) that was submitted December 16, 2022, which is based on the first performance period (January 2018 – December 2021) and the Baseline Performance Period (BPP) submitted December 16, 2022, which is based on the second performance period (January 2022 - December 2025).

Highway Safety / PM-1

Effective April 14, 2016, FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state’s Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state’s Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five-year rolling average from 2016 to 2020. South Carolina’s statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state’s baseline data for the (5) five year rolling average from 2014 to 2018. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets.** SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State’s Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here: https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf. In response to the increasing number of non-motorized user fatalities, SCDOT has developed the state’s first Pedestrian and Bicycle Safety Action Plan (PBSAP). It is available here: <https://www.scdot.org/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf>. For a national perspective on state’s setting and achieving safety performance targets, please visit FHWA’s website https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

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

Table 2 and 3 below provides a historical look at the results of the department’s Safety Performance Target Assessment for 2015-2019 and 2014-2018. **During the 2015-2019 assessment, South Carolina met 1 of the 5 safety targets.**

Table 2. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

South Carolina met 4 of the 5 safety targets in 2014-2018. During this time period, SCDOT began implementing the state’s Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 3. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target	Better than Baseline	Met or Made Significant Progress
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

Pavement and Bridge Condition / PM-2 – First Performance Period (2018-2021)

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020, and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets were reported on December 16, 2022, and represent expected pavement and bridge condition at the end of calendar year 2021. MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets for the first performance period are listed in Table 4.

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

Table 4 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten-Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2021 Annual Report https://www.scdot.org/performance/pdf/reports/SCDOT_Annual_Report_2021.pdf?v=2 the agency is on target with approximately 82.5 miles of interstate widening completed or advancing to construction. Widening projects are currently completed on I-20 and under construction on I-85, and I-26 and are expected to be completed within the next performance period. System to system interchange improvement projects that are moving forward include I-26/526, I-26/I-95 and I-26/I-126/I-20. The system to system interchange improvement at I-85/I-385 has been completed and is operational. To date approximately 5,800 lane miles of paving have been completed along with 274 bridges that are completed or under contract.

SCDOT made significant progress from the baseline statewide Percentage of Pavements on the Interstate in Good Condition of 63.2% to the actual 4-year performance condition of 75.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Interstate in Poor Condition of 1.2% to the actual 4-year performance condition of 0.2%. The percentage of good pavements on the Interstate System will only continue to improve over the next performance period as the agency works towards a State of Good Repair (SOGR) and additional interstate work is completed in accordance with the asset management principles in the STAMP. Note that pavement metrics are reported in the federal metric of Full Distress + International Roughness Index (IRI) only for the 2nd Performance Period.

Significant progress has been made from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Good Condition of 21.1% to the actual 4-year performance condition of 38.8%. SCDOT also improved from the baseline statewide Percentage of Pavements on the Non-Interstate NHS System in Poor Condition of 4.6% to the actual 4-year performance condition of 1.6%. Over the last 5-years the agency has spent over \$419 million on paving the Non-Interstate NHS in addition to the 100% state funded \$50 million annual program to address Rural Road Safety that improves select Non-Interstate NHS roadways. The percentage of good pavements on the Non-Interstate NHS System will only continue



to improve over the next performance period as the agency works towards a SOGR and additional paving is completed in accordance with the asset management principles in the STAMP.

SCDOT’s Bridge Program was completely restructured in the middle of SFY 2022, focusing on regional mobility throughout the State. Changes to the program are detailed in the 2022 STAMP update. The Load Rating Program was completed in 2021, and based on those results the agency has implemented a balanced approach to bridge preservation, rehab and replacement. The agency presented new priorities and a new list of prioritized bridges that blended the original bridge list with the State’s most pressing needs to Commission on December of 2021.

SCDOT did not meet the 4-year target for statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition of 42.7% to the actual 4-year performance condition of 38.5%. The agency did meet the 4-year target of statewide Percentage of deck area of Bridges on the NHS classified as in Poor Condition of 6.0% to the actual 4-year performance condition of 4.3%. In the near term although the percent good target was not met the agency has boosted the funding to the bridge program by \$69 million and has balanced the approach to bridge preservation, rehabilitation and replacement projects. Additional funding has been strategically aligned with the STAMP to achieve asset management objectives and rebuild and improve the bridge network as the agency works towards a SOGR. The agency is well below the minimum threshold of 10% for the percentage of deck are of bridges on the NHS as classified in poor condition.

Table 4. SCDOT Pavement and Bridge Performance Measures (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	NA	63.2%	NA	75.8%	71.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	NA	1.2%	NA	0.2%	3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (IRI)	50.4%	54.3%	NA	56.9%	NA
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	NA	27.4%	14.9%	38.8%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (IRI)	8.6%	8.4%	NA	7.7%	NA
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	NA	3.9%	4.3%	1.6%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	38.5%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	4.3%	6.0%

Pavement and Bridge Condition / PM-2 – Second Performance Period (2022-2025)

The second year performance period began January 1, 2022 and ends December 31, 2025, with additional (4) four-year performance periods to follow (See Figure 1). The new 2 and 4-year targets for the 2nd performance period for pavements and bridges are listed in Table 5 below.

The pavement targets were developed from historical performance trends and planned investments. The targets below are all reported in the federal metric of Full Distress + IRI which varies from the SCDOT metric of Pavement Quality Index (PQI). The trendlines derived to project targets were validated using project and budget data. The 75th percentile value was determined and used as the basis for establishing targets. With the expansive amount of Interstate work taking place and replacement of Open Graded Friction Course (OGFC) during the 2nd performance period, the working group recommended the targets below. For the Non-Interstate NHS System the agency used the same methodology described above but noted that the agency delegates the District Offices within each county of South Carolina to propose resurfacing projects causing the amount of Non-Interstate NHS versus Non-NHS projects to fluctuate from year to year.

Bridge targets were established using historical National Bridge Inventory (NBI) data and planned investments. The model was used to forecast a trendline and incorporated any projects that were let, forecasted to let and planned capital projects that would “move the needle” on bridge condition. The established targets took into consideration on-going inspections of NHS bridge condition and underwater inspections that would shift bridge condition categories. The group also expressed concern over effects of rising inflation costs for bridge letting over the 2nd performance period. Gathering all available data the agency established the targets below in Table 5 for bridges over the next performance period.

Table 5. SCDOT Pavement and Bridge Performance Measures (2nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition (Federal Metric)	75.8%		77.0%		78.0%
Percentage of Pavements on the Interstate System in Poor Condition (Federal Metric)	0.2%		2.5%		2.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Federal Metric)	38.8%		36.0%		38.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Federal Metric)	1.6%		10.0%		10.0%
Percentage of NHS Bridges Classified as in Good Condition	38.5%		35.0%		34.0%
Percentage of NHS Bridges Classified as in Poor Condition	4.3%		6.0%		6.0%

System Performance, and Freight Movement / PM-3 - First Performance Period (2018-2021)

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017, and are as follows:

System Performance Measures

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
 - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTTTR). It is ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

Freight Movement Performance Measures

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
 - Performance measure is a ratio generated by dividing the longer travel time (95th percentile) by a normal travel time (50th percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 6 displays the results of the performance measures and targets for system performance. The 4-year condition of 95.9% outperformed the 4-year target of 90.0% for the Percent of Person Miles Traveled on the Interstate that are Reliable. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable TMC decreased from the baseline year due to the effects of COVID pandemic contributing to the difference in actual and target 4-year values. Over the first performance period over 82.5 miles of Interstate have been improved. Interstate capacity widening projects on I-85, I-26 and I-20 are currently under construction or completed in addition to preservation and rehabilitation projects that contributed towards progress towards the 4-year target. There are consistently unreliable sections on the Interstate System in South Carolina that are responsible for making 4.1% of the Interstate's unreliable, the majority of which are located in 3 MPO's: Charleston (CHATS), Greenville-Pickens (GPATS) and Columbia (COATS). Addressing these unreliable sections and pinch points of System to System Interchanges in these areas has been a top priority for the agency and is being completed through the management of the STAMP.

Table 6. System Performance Measures, and Freight (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	95.9%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.4%	NA	NA	95.0%	81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.31	1.45

Table 6 also displays the (4) four-year performance measure for Truck Travel Time Reliability (TTTR) at 1.31, which outperformed the target of 1.45. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- **I-20:** The I-77 and Clemson Road interchanges are the respective bottleneck points along I-20 during the AM peak hour and PM peak hour. **This Corridor and Interchange improvement Project is complete and operational.**
- **I-77:** The primary bottleneck point along I-77 southbound is approaching the Forest Drive interchange in the Columbia area every Thursday in the AM peak hour, due to weekly graduation ceremonies of Fort Jackson. **This Corridor Improvement Project is complete and operational.**
- **I-26:** In the Columbia area, bottleneck points during the PM peak hours are located at the Broad River Road (Exit 101). Capacity improvements are needed from Exit 101 to east of the Saluda River (Exit 85). **Corridor improvements are currently underway to address these issues and estimated to be complete in 2024.**
- **I-26:** In the Columbia area, the I-20 interchange is the primary bottleneck points during the AM peak hour and the I-126, I-20 and St. Andrews Road interchanges are the primary bottleneck points during the PM peak hour. **As part of the 5-phase Carolina Crossroads Project, corridor and interchange improvement projects have begun and all phases are currently scheduled for completion by 2029.**
- **I-26:** In the Charleston area, the U.S. 52 Connector/Ashley Phosphate Road interchange and the merge to I-526 are the primary bottleneck points during the AM peak hour and the I-526 and Ashley Phosphate Road interchanges are the primary bottleneck points during the PM peak hour. **Planning activities for the Ashley Phosphate Road Safety Improvements Project are currently underway for these areas. ROW acquisition is estimated to begin in Fall 2022 with construction start estimated for 2023.**
- **I-526:** During the PM peak hour, the primary bottleneck along I-526 eastbound is the I-26 interchange and the primary bottleneck points along I-526 westbound are the I-26 interchange,

the merge from Leeds Avenue, and the Paul Cantrell Boulevard interchange. **Preliminary activities are underway on I-526 East & West interchange and corridor improvements. Phase 1 construction estimated to start 2023.**

- **I-85**: Corridor improvements necessary to alleviate traffic congestion, improve safety, and increase capacity. Widening and rehabilitation of the existing Interstate 85 beginning at mile marker 96 and continuing to the North Carolina state line. **Corridor Improvements are currently in construction.**
- **I-85**: The Woodruff Road/I-385 interchange is the primary bottleneck for both directions of I-85 during both the AM and PM peak hours. **Preliminary activities are underway for the Woodruff Road Congestion Relief Project. Estimated construction start is to be determined.**
- **I-385**: The primary bottleneck along I-385 is the interchange with I-85. **This interchange improvement project (as part of the 85/385 Gateway project) is complete and operational.**

In October 2018, the SCDOT Commission approved the Rural Interstate Freight Mobility Improvement Program (RIFMIP). This interstate widening program specifically targets rural sections of South Carolina's interstate system with a focus on freight safety and mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

- **I-26**: between Columbia and Charleston (MM-125 to MM-194). **Corridor Improvement Project construction between mile marker 184 and 194 near Charleston began in 2022. Preliminary activities for the remaining Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-26 at I-95 Interchange**: in Dorchester and Orangeburg Counties (MM-172-182 and MM 69-86). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2023.**
- **I-95**: in the Lowcountry from the Georgia State Line (MM-0 to MM-33). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2024.**
- **I-85**: in the Upstate from the Georgia State Line (MM-0 to MM-19). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**
- **I-77**: in the Catawba Region (MM-65 to MM-77). **Preliminary activities for this Corridor Improvement Project are underway. Construction estimated to begin in 2035.**

The RIFMIP was recently re-examined in 2022 based on new Transearch data and other data that was available to initiate planning to align with an updated 2050 horizon. Three additional segments were identified for future projects which include:

- **I-95**: from US-17 (Ridgeland North) / Exit 33 to I-26 / Exit 86
- **I-95**: from the North Carolina State Line (MM 198.76) to Exit 170 (SC-327)

- **I-26:** from I-385 / Exit 51 to SC-202 / Exit 85

System Performance, and Freight Movement / PM-3 - Second Performance Period (2022-2025)

For the 2nd Performance Period (2022-2025) the following targets were set in Table 7 below. To calculate travel time reliability the System Performance Group in the Planning Office observed historical trends and created scenarios to model the future impact that construction projects would have on the effected segments. *Due to the impacts of COVID-19 the years of 2020 and 2021 were excluded from the data set.* The baseline numbers below reflects the impacts of COVID-19 and the expectation is for a return to normal patterns of congestion which will negatively impact the performance measures.

Similar to Travel Time Reliability, Truck Travel Time Reliability (TTTR) was also effected by COVID-19 patterns. The expectation is for normal congestion patterns to return which will negatively impact the performance measures for TTTR. The established targets were adjusted to the 97th percentile to accommodate for the construction impact of interstate projects within the appropriate time frames.

Table 7. System Performance Measures, and Freight (2 nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.9%		89.1%		89.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	95.0%		85.0%		85.0%
Truck Travel Time Reliability Index (TTTR)	1.31		1.45		1.45

Congestion Mitigation & Air Quality Improvement Program / PM-3

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
 - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
 - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
 - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 8 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of Peak Hour Excessive Delay (PHED) even though the (2) two-year performance target was reduced.

To develop the Non-Single Occupancy Vehicle (SOV) travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the commuting to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance was slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Six (6) of the eight (8) CMAQ projects in the 2020 CMAQ Performance Plan were completed with two projects expected to be completed in the next performance period.

Table 8. System Performance Congestion Mitigation & Air Quality Improvement Program (1 st Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	NA	14.8	NA	9.8	34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	25.6%	21.0%
Total Emission Reductions: NOx	18.800	8.290	58.670	8.290	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	11.010	46.262

Congestion Mitigation & Air Quality Improvement Program / PM-3

Table 9 represents the CMAQ Program for the 2nd Performance Period (January 2022 – December 2025). The unified PHED and Non-SOV targets were set in conjunction with NCDOT and represent continued uncertainty about the lingering effects from the COVID pandemic.

Total Emission reductions for Nitrous Oxide (NOx) and Volatile Organic Compounds (VOC) represent the estimated reductions benefit resulting from the CMAQ projects authorized for funding in the 2022-2025 performance period. These benefits are highly dependent on the project type and project delivery schedules.

Table 9. System Performance Congestion Mitigation & Air Quality Improvement Program (2 nd Performance Period)					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition / Performance	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1	9.8		34.0		34.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	25.6%		21.0%		21.0%
Total Emission Reductions: NOx	8.290		58.670		58.963
Total Emission Reductions: VOC	11.010		40.820		41.894

Target Baselines for PM-1, PM-2 and PM-3 for COGs and MPOs

PM1 – Safety, COGs Target Baselines (2017-2021 Average)					
Study Area	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
Appalachian	72.0	2.272	181.6	5.750	15.4
BCD	40.6	2.250	79.4	4.428	10.6
Catawba	44.0	2.368	114.6	6.164	11.0
Central Midlands	37.2	1.950	64.4	3.358	9.4
Lowcountry	40.6	2.002	78.4	3.842	11.8
Lower Savannah	63.0	2.106	151.4	5.068	12.2
Pee Dee	70.0	2.510	127.4	4.556	20.6
Santee Lynches	36.8	1.908	80.8	4.190	7.4
Upper Savannah	55.2	2.366	119.8	5.116	12.8
Waccamaw	42.6	3.044	98.8	7.046	11.2

PM1 – Safety, MPOs Target Baselines (2017-2021 Average)					
Study Area	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-Motorized Fatalities and Severe Injuries
ARTS	22.2	1.540	52.2	3.606	11.4
ANATS	19.8	2.006	49.6	5.170	8.8
CHATS	88.4	1.540	324.0	5.624	76.6
COATS	103.8	1.406	256.6	3.468	51.4
FLATS	29.4	1.738	73.8	4.368	16.8
GSATS	53.4	1.730	187.4	6.100	41.0
GPATS	102.8	1.682	328.6	5.372	54.6
RFATS	29.2	1.306	99.0	4.466	12.0
SPATS	47.4	1.648	130.8	4.556	20.0
SUATS	14.2	2.018	45.0	6.394	8.4
LATS	25.2	1.374	89.4	4.870	13.6

PM2 – Bridge, COGs				
Target Baselines, 2021 Quarter 4 Overall by Square Feet of Bridge Deck by Area				
*Sourced from Performance Viewer				
Study Area	Square Feet Deck Area	% Good	% Fair	% Poor
AppCOG	1,187,016	65.16%	31.73%	3.12%
BCD COG	1,850,451	21.27%	75.57%	3.16%
Catawba	985,300	50.58%	44.71%	4.72%
Central Midlands	865,378	50.96%	47.31%	1.73%
Low Country	627,848	30.84%	69.16%	0.00%
Lower Savannah	1,008,166	37.75%	55.85%	6.40%
PeeDee	2,279,534	56.49%	40.69%	2.82%
Santee Lynches	2,000,309	34.83%	47.90%	17.27%
Upper Savannah	770,981	41.86%	56.73%	1.41%
Waccamaw	1,545,516	45.68%	45.88%	8.44%

PM2 – Bridge, MPOs				
Target Baselines, 2021 Quarter 4 Overall by Square Feet of Bridge Deck by Area				
*Sourced from Performance Viewer				
Study Area	Square Feet Deck Area	% Good	% Fair	% Poor
ARTS	612,879	61.75%	36.81%	1.44%
ANATS	525,212	17.38%	81.80%	0.82%
CHATS	11,477,338	22.61%	76.53%	0.86%
COATS	4,066,969	52.67%	42.25%	5.08%
FLATS	759,247	38.43%	61.57%	0.00%
GSATS	3,708,142	65.13%	27.36%	7.52%
GPATS	2,238,222	56.75%	31.68%	11.57%
LATS	2,123,262	2.28%	93.59%	4.13%
RFATS	669,790	24.52%	74.86%	0.62%
SPATS	1,187,829	62.17%	34.16%	3.66%
SUATS	198,963	64.01%	25.05%	10.94%

PM2 – Pavement, COGs Interstate Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
AppCOG				
BCD COG	77.978	32.06%	66.30%	1.64%
Catawba	37.64	94.16%	5.84%	0.00%
Central Midlands	121.518	79.99%	19.68%	0.33%
Low Country				
Lower Savannah				
PeeDee				
Santee Lynches				
Upper Savannah				
Waccamaw				

PM2 – Pavement, COGs Non-Interstate NHS Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
AppCOG				
BCD COG	246.73	41.59%	57.03%	1.38%
Catawba	403.518	46.01%	52.43%	1.56%
Central Midlands	69.028	49.26%	47.82%	2.92%
Low Country				
Lower Savannah				
PeeDee				
Santee Lynches				
Upper Savannah				
Waccamaw				



PM2 – Pavement, MPOs Interstate Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
ARTS				
ANATS				
CHATS	119.633	60.00%	38.80%	1.20%
COATS	297.802	79.80%	20.00%	0.20%
FLATS				
GSATS				
GPATS	181.938	80.79%	19.21%	0.00%
LATS				
RFATS				
SPATS				
SUATS				

PM2 – Pavement, MPOs Non-Interstate NHS Target Baselines, 2021 End of Year, Federal Pavement Metric *Sourced from Road Data Services				
Study Area	Mileage	% Good	% Fair	% Poor
ARTS				
ANATS				
CHATS	549.946	31.43%	66.79%	1.78%
COATS	556.661	30.71%	68.18%	1.11%
FLATS				
GSATS				
GPATS	551.393	38.65%	58.28%	3.06%
LATS				
RFATS				
SPATS				
SUATS				

PM3 – Reliability and Freight, COGs Target Baselines, 2021 End of Year *Sourced from Systems Performance, Planning Office			
Study Area	% of Person Miles on the Interstate System that are Reliable	% of Person Miles on the Non-Interstate NHS System that are Reliable	Truck Travel Time Reliability (TTTR)
AppCOG	96.5%	98.0%	1.42
BCD COG	100.0%	99.4%	1.20
Catawba	100.0%	98.9%	1.07
Central Midlands	100.0%	99.8%	1.14
Low Country	100.0%	100.0%	1.34
Lower Savannah	100.0%	100.0%	1.19
PeeDee	100.0%	99.0%	1.07
Santee Lynches	100.0%	98.6%	1.08
Upper Savannah	100.0%	98.4%	1.09
Waccamaw	NA	98.5%	NA

PM3 – Reliability and Freight, MPOs Target Baselines, 2021 End of Year *Sourced from Systems Performance, Planning Office			
Study Area	% of Person Miles on the Interstate System that are Reliable	% of Person Miles on the Non-Interstate NHS System that are Reliable	Truck Travel Time Reliability (TTTR)
ARTS	100.0%	95.6%	1.11
ANATS	100.0%	95.5%	1.05
CHATS	71.0%	78.8%	2.07
COATS	94.3%	87.2%	1.37
FLATS	100.0%	98.2%	1.08
GSATS	NA	96.6%	NA
GPATS	85.2%	93.9%	1.57
LATS	100.0%	93.5%	2.05
RFATS	100.0%	92.9%	1.21
SPATS	100.0%	96.8%	1.16
SUATS	NA	98.2%	NA



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Attachment 8

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: May 15, 2023

SUBJECT: GPATS FY2024-2025 Unified Planning Work Program

Attached please find **Attachment 8.2** the FY 2024 Financial Statement for the biennial FY 2024-2025 Unified Planning Work Program, governing GPATS activities for the next two years.

GPATS has preparing the document for final review, and per usual, is providing the Financial Summary for review and adoption by the Study Team and Policy Committee. The draft full document may be found at www.gpats.org. Full copies may be requested, and can be made available at the Policy Committee Meeting.

FY 2025 is currently “illustrative” in the full document, in that we are projecting expected costs and carryovers from FY 2024. In May of 2024, GPATS will be ratifying the FY 2025 UPWP financials or adopting changes as required.

The Study Team has reviewed this item and recommends Approval by Consensus without objection. The Policy Committee will be asked to approve the GPATS 2024-2025 Unified Planning Work Program, which shall provide funding, staffing, and programs for GPATS in the coming two Fiscal Years.

APPENDIX A

GPATS FY 2024 UPWP Funding Summary

Planning Activities	Local	FHWA PL and FTA 5303	Total
Element 101 Study Coordination	16,422	65,688	82,110
Element 102 Unified Planning Work Program	17,500	70,000	87,500
Element 103 Staff Education	22,500	90,000	112,500
Element 104 Computer System and Equipment	20,000	80,000	100,000
Element 201 Public Involvement Program	15,000	60,000	75,000
Element 301 Systems Performance and Safety Planning	25,000	100,000	125,000
Element 302 Short Range Planning	15,000	60,000	75,000
Element 303 Multi-modal Coordination	40,000 (1)	160,000	200,000
Element 401 Transportation Improvement Program	25,000	100,000	125,000
Element 402 Long Range Planning	30,000	120,000	150,000
TOTALS	226,422	905,688	1,132,110

Element 403 Special Studies	Local	FHWA PL	Total	PL Balance
Highway 101 Corridor Feasibility Study	3,125	12,500 (2)	15,625	12,500
Greenway Design in Utility Easement Study	625	2,500 (2)	3,125	2,500
City of Mauldin Sidewalk Study	4,313	17,252 (2)	21,565	17,252
ACOG Regional Freight Study	300,000	100,000 (2)	400,000	1,374
City of Greenville Downtown Master Plan – Phase II	10,000	40,000(2)	50,000	40,000
City of Easley Corridor and Intersection Study	67,600	150,000(2)	217,600	150,000
Anderson County SC-Hwy 81 Corridor Study	25,000	100,000(2)	125,000	100,000
Total for PL Carryover-funded projects	410,663	422,252	832,915	323,626

Federal Planning Grants	Local	Federal	Total	Grant Balance
FTA-2018-004-TPE TOD Grant (Match through Greenville County)	88,750	355,000	443,750	0

Under agreement, the PL Local Match is provided by Greenville and Pickens counties except where indicated otherwise (20%- \$ matched 75% Greenville County/25% Pickens County).

Footnotes: (1) – Matched by GTA/City/County (\$20,000) and CAT/City/County (\$20,000); (2) Allocation was included in FY 2023, or Prior.