

AGENDA
GPATS POLICY COORDINATING COMMITTEE
March 7, 2022
10:00 a.m.

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

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|----------------|--|---|
| | 1. CALL TO ORDER / WELCOME AND INTRODUCTIONS | <i>Vice-Chairman
Senator Rex Rice</i> |
| | - Representative West Cox (replacing Senator Richard Cash)
- GTA Board Chairman Walker Smith (replacing Dick O'Neill) | |
| action: | 2. APPROVAL OF THE OCTOBER 18, 2021 AND NOVEMBER 1, 2021 COMMITTEE MINUTES | <i>Attachment 1
Vice-Chairman
Senator Rex Rice</i> |
| | 3. PUBLIC COMMENT | <i>Vice-Chairman
Senator Rex Rice</i> |
| | 4. SCDOT PROJECT STATUS UPDATE | <i>Attachment 2
Casey Lucas
SCDOT Project Manager</i> |
| action: | 5. PERFORMANCE MEASURES UPDATE | <i>Attachment 3</i> |
| action: | - LRTP AMENDMENT
- TIP DOCUMENT AMENDMENT | <i>Asangwua Ikein
GPATS Transit Planner</i> |
| action: | 6. GPATS TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FY2021-2026 AC#6 | <i>Attachment 4
Keith Brockington
GPATS Transportation Manager</i> |
| | 7. FTA SECTION 5310 CALL FOR PROJECTS | <i>Attachment 5
Asangwua Ikein
GPATS Transit Planner</i> |
| | 8. UPWP FY2023 SPECIAL PROJECTS CALL FOR PROJECTS | <i>Attachment 6
Keith Brockington
GPATS Transportation Manager</i> |
| | 9. BIKEWALK GREENVILLE PRESENTATION WHITE HORSE ROAD SAFETY | <i>Attachment 7
Frank Mansbach
BikeWalk Greenville Executive Director</i> |
| action: | 10. POLICY COMMITTEE ELECTION OF OFFICERS | <i>Attachment 8
Vice-Chairman
Senator Rex Rice</i> |
| | 11. NEW BUSINESS | |
| | 12. ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
October 18, 2021
Suite 400 – County Square – with limited seating
Remote participation by Committee members
10:00 a.m.

MEMBERS PRESENT: Vice-Chairman Senator Rice, Senator Allen, Senator Cash, Senator Loftis, Representative Burns, Representative Smith, Council Chair Meadows, Councilor Saitta, Councilor Seman, Commissioner Christopher, Commissioner Willard, GTA Chair O’Neill, Mayor Amidon, Mayor Danner, Mayor Halfacre, Mayor McLeer, Mayor Merritt, Mayor Petersen, Mayor Sanders, Mayor Shewmaker, Mayor Womack, Ruth Sherlock, and Keith Brockington

OTHERS PRESENT: P. Gucker, T. Coker, B. Groel, A. Ikein, D. Montgomery, C. Lewis, H. Gamble, C. Lucas, S. Jackson-Amell, J. Chandler, E. Dillon, P. Butler, D. Bates, D. Fall, B. Helsel, and A. Garrett

CALL TO ORDER/WELCOME

Vice-Chairman Senator Rice called the meeting to order at 10:04 a.m.

Vice-Chairman Senator Rice informed the Committee Butch Kirven is no longer serving on the GPATS Policy Committee. He stated Mr. Kirven’s service would be missed. He advised Mr. Kirven had served on the GPATS board since 2009, then became Chairman in 2013. He thanked Mr. Kirven for his many years of service to the community. He informed members an election will be held in March 2022 for Chairman to complete the remainder of the term.

Vice-Chairman Senator Rice stated he will continue as the interim. If he can be of assistance to anyone, please let him know.

APPROVAL OF THE AUGUST 16, 2021 COMMITTEE MEETING

MOTION: By Mayor Petersen, seconded by Senator Allen, to approve the minutes of the August 16, 2021 Committee meeting as presented. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Casey Lucas addressed the Committee with a brief project updates presentation included in the agenda packets:

- Guideshare Projects in construction in the GPATS area are as follows:
 - Batesville Road's current plan is to place the surface on the main line from the bridge to the end of the project before winter. Wall 2 shoring is complete and is awaiting on wall contractor. The old Batesville bridge demolition has begun with an anticipated completion of four weeks.
 - Woodruff Road Widening progress is slow as the contractor manages utility and COVID setbacks. Grading continues, and traffic has been shifted on Woodruff Road.
 - Roper Mtn Road/Roper Mtn Road Extension relocation work continues. It is estimated Charter will be relocated by October 15th and Century Link by November 1st.
 - Woodruff Road Congestion Relief (Woodruff Road Parallel) estimating the surveying to finish in fall 2021 with right-of-way plans to proceed after surveying is completed.
 - SC-153 Intersection Improvements are complete, with final inspection tentatively scheduled for November 2022.
 - Butler Road's Preferred Alternative is being refined. SCDOT, along with the City of Mauldin, to schedule an additional public involvement meeting in the fall or winter.

- Non-Guideshare Projects in the GPATS area are as follows:
 - West Georgia Road Improvements' preliminary design is being revised due to resident feedback from the public meeting held in July 2021.

- Bridge projects in the GPATS area are as follows:
 - S-75 Cherokee Road over US-29
 - S-154 Over Huff Creek
 - S-140 over Shoal Creek
 - S-250 over Doddies Creek
 - S-125 over Saluda River

- Transportation Alternative Program (TAP)
 - Woodside Park Connector's construction plans are in development, and the let date has shifted to June 2022 to allow time for environmental permit acquisition

Ms. Lucas made herself available for any questions.

Representative Smith asked what SCDOT is waiting for on the Butler Road project

Ms. Lucas responded SCDOT is not waiting on anything, and the project is still moving forward. She advised a contract modification was needed for PE services and is in process but has not been executed.

Mayor Merritt of Mauldin asked if there was anything the City of Mauldin could do to help excel the Butler Road project.

Ms. Lucas replied the right-of-way process could be completed faster, and its time is an estimate. She advised with the extensive amount of public involvement and stakeholder engagement SCDOT has for the Butler Road project, it could be completed sooner than anticipated.

PERFORMANCE MEASURES UPDATE

Brennan Groel addressed the Committee with Performance Target Amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) documents. The date changes reflect the expected Policy Committee adoption date of October 18, 2021, and SCDOT's adoption date of August 31, 2021. She advised there are new Statewide Safety Targets with baseline data taken from 2016 to 2020. She reviewed the South Carolina Baseline, South Carolina Targets, and GPATS Baseline for the following:

- Traffic Fatalities
- Fatality Rate
- Severe Injuries
- Severe Injuries Rate
- Non-motorized

Ms. Groel provided Greenlink Transit Safety Targets also included with this amendment. She reviewed the Mode of Transit Service for Fixed Route and Demand Response/Paratransit for the following:

- Fatalities Total
- Fatality Rate
- Injuries Total
- Injury Rate
- Safety Events Total
- Safety Even Rate
- System Reliability

MOTION: By Representative Smith, seconded by Mayor Womack, to approve the Long-Range Transportation Plan Amendment as presented. The motion carried unanimously by voice vote.

MOTION: By Representative Smith, seconded by Mayor Womack, to approve the Transportation Improvement Program Document Amendment as presented. The motion carried unanimously by voice vote.

SCDOT COMPLETE STREETS PRESENTATION

Christina Lewis, Statewide Chief Planner with SCDOT, addressed Committee with a presentation on the SCDOT Complete Streets Directive 28 approved in February 2021. This presentation was included in the agenda packets. SCDOT will be working with MPOs, COGs, and Regional Transit Providers to document walking, bicycling, and transit needs on targeted routes as part of their regional bike/ped plans. The Engineering Directive 22 also suggests bicycling accommodations be considered as part of the annual pavement improvement program and be presented to the Commission for approval in late spring to early summer. She advised eligibility requirements for bike/ped be included within East Coast Greenway, SC Bicycling Touring Routes, or part of an MPO/COG plan. The SCDOT Office of Planning will coordinate with the MPOs and COGs to ensure they create bike accommodation plans to serve as a basis for integrating bicycling into the state roadway system. The SCDOT Maintenance Office will review the approved MPO and COG bicycling accommodation plans and cross-reference them with the approved Pavement Improvement Program to identify candidate projects for the inclusion of bike accommodations. The accommodations must be achieved within the scope of the pavement improvement project without requiring right-of-way, permitting, or utilities.

Ms. Lewis stated the Bicycling Eligibility Accommodations are:

- Shoulder Sections - construction of a four-foot paved shoulder beyond the rumble strips.
- Curb & Gutter Sections - will evaluate the existing footprint based on the design manual. This option does not include reducing the number of lanes.
- All Sections - pavement markings and signage as determined appropriate by the District Traffic Engineer.

Ms. Lewis stated the new Complete Streets Directive takes a multimodal approach to their practices and establishes guidelines for the inclusion of walking, bicycling, and transit accommodations on projects undertaken by the Department and other entities performing work on the state-owned highway system. The goal is to ensure South Carolina highways are safe, equitable, and accessible to all users; drivers, passengers, bicyclists, pedestrians, and transit riders.

Complete Street Directive was as follows:

- South Carolina has the highest fatality rate in the nation.
- Approximately 1,000 fatalities on South Carolina Highways every year.
- Pedestrian and bicyclist fatalities account for approximately 18% of the total number of fatalities.

Since the last Strategic Highway Safety Plan update:

- Pedestrian fatalities have increased by 54%.
- Bicycle fatalities have increased by 57%.
- This is not only a South Carolina trend is also a national trend.

There are two requirements:

- Consideration of accommodations for bicycling, walking, and transit.
- SCDOT to work with the State's Regional Transportation Planning Partners and Regional Transit Providers to identify and include these accommodations as part of their regional development plans.

Ms. Lewis stated funding for these accommodations is to be included in the budget for each project if warranted on the project. SCDOT has updated and modernized its design manuals to include multimodal accommodations and has established a council to facilitate ongoing communication to seek continuous improvement opportunities and initiatives.

Ms. Lewis reviewed the seven elements of the Complete Street Directive

- Funding
- Design
- Work Zone Traffic Control
- Maintenance
- Safety & Operations
- Plan Development
- Complete Streets Council

Ms. Lewis presented the Funding Element table. She advised Safety Projects may not always be appropriate for the inclusion of walking, bicycling, and transit accommodations due to the limited scope of these projects. The Local Option Sales Tax Programs will be in accordance with the referendums for projects authorized by the voters if implemented prior to the effective date of the Complete Streets Directive. She stated the Roadway Design manual has been updated. SCDOT has integrated design publications for bike/ped accommodations to include AASHTO Policy and Design, FHWA manuals and is open to adopting other manuals or ideas.

Ms. Lewis stated Work Zone Traffic Control plans have to address all modes of transportation currently being accommodated. The SCDOT Maintenance Element has a list of standards for walking, bicycling, and transit accommodations designed by the SCDOT Roadway Design Manual unless previously addressed with a specific maintenance agreement. SCDOT will not maintain specially designed items or paths that do not follow traffic lanes.

The Maintenance Element includes:

- Sidewalks (Concrete)
- Sidepaths (Concrete)
- Bicycle Lanes
- Paved Shoulders
- Shared Roadways
- Shared Lanes
- Bus pads installed and owned by SCDOT (Concrete)

- Bus turnouts adjacent to the travel lane
- Pavement markings and signage related to these accommodation installed and owned by SCDOT

Ms. Lewis advised SCDOT will provide safety and operational resources. She stated SCDOT is creating a Bicycle and Pedestrian Safety Action Plan in response to South Carolina not meeting its Safety Target. She advised South Carolina is not alone, for fifty-eight percent of states did not meet their Targets.

Goals for the Bicycle and Pedestrian Safety Action Plan are:

- Increase the understanding of bicycling and walking crash patterns
- Promote objectives and data-driven decision making
- Promote investment in proven safety countermeasures
- Target locations with high needs and opportunities for successful outcomes

Ms. Lewis expressed the SCDOT will continue to coordinate with MPOs and COGs to develop an interactive map of existing plans. She acknowledged GPATS has begun this process for these appear on the map. SCDOT will be hiring a consultant to assist with developing these plans by using best practices currently being used throughout the state and nation. She advised each area will have its own Bike and Pedestrian plan, which will then be pieced together for the statewide Bike and Pedestrian Plan. She estimates this to take three years to complete.

Ms. Lewis advised the Complete Streets Council panel is composed of SCDOT Staff, MPO/COG Staff, Local Government, and External Stakeholders. The first meeting was held in May 2021, and the next meeting will be in November 2021. Ms. Lewis stated Keith Brockington is one of the MPO Representatives on Complete Streets Council. She advised GPATS has added projects to the mapping application and will be required to develop a Bicycle and Pedestrian Plan.

Ms. Lewis made herself available for any questions.

A question was asked how much the multimodal accommodations would cost.

Ms. Lewis answered she would gather information prior to the next Policy Committee meeting.

GPATS 2022 MEETING SCHEDULE

Keith Brockington reviewed with the Committee the schedule for Calendar Year 2022, as each received in their packets.

Mayor Merritt of Mauldin inquired about the first meeting being held in March 2022 instead of February and how most of the meetings are on a Monday three weeks after the Study Team.

Mr. Brockington stated there was a scheduling conflict with President's Day on the third Monday in February and availability for the room these meetings are held in.

MOTION: By Representative Smith, seconded by Representative Burns, to approve the GPATS 2022 meeting schedule as presented. The motion carried unanimously by voice vote.

NEW BUSINESS

Keith Brockington addressed the Committee that GPATS has issued a 5310 Call for Projects. Funding of \$879,533 is available from Federal Transit Authority (FTA) Section 5310. This opportunity is for transit service providers offering service for the Elderly, Disabled, and Job Access. GPATS is advertising to solicit applicants until January 14, 2022, with the intent to bring a recommendation to the Study Team in January for March approval by the Policy Committee. Anyone interested in applying contact Asangwua Ikein or visit www.gpats.org for application guidelines.

SCDOT Commissioner Christopher agreed with Vice-Chairman Senator Rice's earlier comments regarding the work Mr. Kirven did for GPATS. She suggested Committee members consider nominating Vice-Chairman Senator Rice for Chairman in the upcoming GPATS election.

Vice-Chairman Senator Rice thanked SCDOT Commissioner Christopher for her support. He advised, if the Committee members wanted to nominate him as Chairman at the upcoming election, they would also need to consider a nomination for Vice-Chairman.

Mayor Danner of Greer suggested a tribute be considered for the next Policy Committee meeting to acknowledge former Chairman Kirven to show their appreciation for his many years of service with GPATS.

Vice-Chairman Senator Rice agreed.

SCDOT Commissioner Christopher inquired if Mayor Halfacre received information regarding Highway 93 scope and cost for the project.

Keith Brockington advised he has been in contact with Mayor Halfacre. GPATS will be assisting the City of Clemson with their application for the new year Unified Planning Work Program (UPWP) carryover funds.

Mayor Halfacre of Clemson confirmed he has been speaking with Mr. Brockington regarding receiving information the City of Clemson will need for the Highway 93 project.

ADJOURNMENT

MOTION: By Mayor Merritt, seconded by Representative Smith, to adjourn. There being no further business, and without objection, Vice-Chairman Senator Rice adjourned the meeting at 10:44 a.m.

Submitted by Recording Secretary

MINUTES
GPATS POLICY COORDINATING COMMITTEE
Special Called Meeting
November 1, 2021
Remote participation by Committee members
1:00 p.m.

MEMBERS PRESENT: Vice-Chairman Senator Rice, Senator Allen, Senator Turner, Representative Collins, Representative Smith, Councilor Saitta, Council Chair Meadows, Councilor Seman, Councilor Tripp, Commissioner Christopher, GTA Chair O’Neill, Mayor Amidon, Mayor Danner, Mayor McLeer, Mayor Shewmaker, Mayor White, Mayor Womack and Keith Brockington

OTHERS PRESENT: P. Gucker, T. Coker, B. Groel, D. Montgomery, C. Lewis, H. Gamble, C. Lucas, B. Rewis, M. Pleasant, and K. Wunder

CALL TO ORDER/WELCOME

Vice-Chairman Senator Rice called the meeting to order at 1:01 p.m.

Vice-Chairman Senator Rice informed Committee members the purpose of this special called meeting is the State Infrasturue Bank (SIB) requires a signed resolution for the Woodruff Road Congestion Relief Project. He explained this project began in 2014 with the County of Greenville assisting in funding in 2017. He advised GPATS has allocated \$42 million, the County of Greenville \$30 million, and acquiring SIB funding of \$49 million. He stated the request today is to show support. GPATS will continue to look for other funding sources and be responsible for overruns of this project.

WOODRUFF ROAD CONGESTION RELIEF PROJECT FUNDING RESOLUTION

Keith Brockington addressed the Committee members with a brief presentation of the Woodruff Road Congestion Relief Project (WRCRP) funding resolution included in the agenda packet. The resolution, in summary, is needed to affirm the existing GPATS processes of project funding to Greenville County in the interest of the South Carolina Transportation Infrastructure Bank (SIB) funding. The SIB funding and Greenville County’s match would total \$79 million, which will offset additional GPATS Guideshare funding.

Mr. Brockington spoke on the history and benefits of the WRCRP. This project was adopted in the Long-Range Transportation Plan (LRTP) in 2013 and ranked number one in the Project List. He explained the project timeline and path forward for the WRCRP are as follows:

- Right-of-Way Surveys are Underway, completion in Fall 2021
- Finalize Right-of-Way Plans in Summer/Fall 2022
- Begin Right-of-Way Acquisition in Spring 2023
- Complete Construction Documents, Utility Agreements, Etc in 2025
- Begin Construction in Summer 2026
- Ideal Completion Timeframe 3 years estimated by the end of 2029

Mr. Brockington wanted Committee members to know that the design is still preliminary during the scope and function may change. The property impacts will not be known until mid-2022. Questions regarding impacts or right-of-way impacts should be directed to SCDOT.

Mr. Brockington explained in 2017, Preliminary Engineering identified increased project cost. Greenville County elected to submit an application in June 2017 to SIB. This application commits Greenville County to 25 percent project local match.

GPATS (Guideshare)	\$42,000,000	35%
Greenville County	\$30,336,733	25%
SC State Infrastructure Bank	\$49,010,199	40%
<u>TOTAL (2022 Dollars)</u>	<u>\$121,346,932</u>	<u>100%</u>

Mr. Brockington stated \$6.9 million is obligated with GPATS Guideshare. The SIB approved funding on July 7, 2020, and requested the Inter-Governmental Agreements between the County of Greenville, SIB, and SCDOT to be finalized by November 30, 2021.

Mr. Brockington read the resolution of the Greenville-Pickens Area Transportation Study (GPATS) Policy Committee reaffirming its commitment to the Woodruff Road Congestion Relief Project to Committee members.

SCDOT Commissioner Christopher stated this is a great project and asked who would be responsible for any cost overruns.

Mr. Brockington answered in the appending Inter-Governmental Agreements the County of Greenville is committing to cost overruns. This resolution does not commit GPATS to anything new. He advised without the County of Greenville and SIB's financial support, GPATS would bear the additional \$79.3 million itself, resulting in delays of other projects. The Guideshare yearly allocation remains at \$18.033 million. GPATS, to date, has successfully completed all of its projects, has never failed to fund overruns, and made sure a project in the LRTP reached completion. He advised GPATS has full

authority to defund or vote against a project brought forward so long as the consequences are known. Projects having gone through the process and been approved by Federal Highway Administration (FHWA) that is not funded or completed remain a priority. He stated if a project is not completed, it will be completed farther down the line, or the funds spent must be repaid. He advised from the Travel Demand Model (TDM) the needs will not go away and will likely create additional projects to accomplish should WRCRP not be carried forward. GPATS will continue its mission to fund projects.

Council Chair Meadows, with the County of Greenville, asked if inflation had been factored in with this project's completion.

Casey Lucas, Program Manager with the SCDOT, replied the \$121 million estimate includes contingency and potential overruns for WRCRP based on the knowledge of the timeline.

Vice-Chairman Senator Rice inquired if SCDOT knows how much contingency money is in this project.

Casey Lucas responded this information was not broken out and readily on hand. She advised the contingency usually is 10 percent of a project. She stated due to the size of the project, the percentage factor was slightly more.

Council Chair Meadows asked if \$121 million is the today's cost, what will it be in 2029. He wanted to know what SCDOT anticipates the inflation to be.

Casey Lucas responded the inflation factor was included with the amount SCDOT provided for the SIB application, anticipating the contract being awarded to a contractor in 2026. She stated the inflation factor was not readily available and will inquire.

Mayor Amidon of Travelers Rest inquired if this would be the last major project of Woodruff Road.

Keith Brockington responded the WRCRP is the combination of several small projects recently completed and funded by GPATS. A project on Woodruff Road near the Five Forks area will have some long-range projects, which are not in the 2040Horizon, extending between SC-14 and Five Forks with an unknown timeframe. Within the GPATS' short-term timeframe of the 2040 plan, this would be the final project for Woodruff Road.

MOTION: By Mayor Shewmaker, seconded by Mayor Amidon, to approve the Woodruff Road Congestion Relief Project Funding Resolution as presented. Vice-Chairman Senator Rice requested a voice vote. The motion carried unanimously by voice vote. There were no objections.

ADJOURNMENT

MOTION: By Mayor White, seconded by Mayor Shewmaker, to adjourn. There being no further business, and without objection, Vice-Chairman Senator Rice adjourned the meeting at 1:22 p.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

 PROJECT SCOPE			 CURRENT STATUS	 PAST UPDATE SUMMARY	 UPDATES	
GPATS TIP/ Guideshare	S-164 Batesville Rd Widening	0037686	Widen 2.2 miles of S-164 Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road. Design by Vaughn & Melton Consulting Engineers.	In Construction Est. Completion: 05/2022	Project Let 3/2019. Awarded to Eagle Construction, contract amount \$16.6M. Bridge construction over Rocky Creek is complete.	Project on final surface from bridge to Roper Mountain. Construction began in the Pelham/SC14/Batesville intersection.
	SC 146 Woodruff Rd widening	0039660	Greenville County - widen Woodruff Road from Scuffletown Road to Bennetts Bridge Road (SC 296) and improve Scuffletown Road between Woodruff Road and Adams Mill Road	In Construction Est. Completion: 5/2022	Project Let 4/2019. Awarded to Sloan Construction, contract amount \$9.7M. Utility relocation has been slow. A time extension for additional utility delay was approved.	Contractor continues placing storm drainage and preparing to place more C&G along Woodruff Rd. Signal contractor installed pole foundations at Lowes Grocery Drive.
	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: 05/2023	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. Utility Relocation work delaying start of construction work. Duke, GWS, Charter, and PNG are still in various stages of relocating.	Box culvert extension work continues on RMR. Drainage pipe installation continues on RMRE approx. 40% complete. Completion date adjusted due to utility delays.
	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.	Surveying wrapping up. Design progressing, and working towards a 2nd public meeting tentatively in April.
	SC 153 Intersection Improvement	P028744 P037434	Powdersville - Intersection improvements at SC 153 & S-143 River Road and SC 153 at S-94 Old Pendleton Road	In Construction Est. Completion: 02/2022	Project awarded to Thrift Development Corporation. Contract amount \$2.1M.	Construction is complete and is now in the project closeout stage.
	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 ongoing.	2nd PIM held 11/18/21. Comments received were formally responded to 1.19.22. Preferred design is moving forward towards ROW plans.
	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	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	Project path forward dependent on SIB application project, per Policy Committee 10/2019
I-85 Widening		Greenville County - from SC 153, Exit 40, to near SC 85, Exit 69: widen to 8 lanes.	In Planning	Expected to be a design-build project, tentative construction beginning 2025.		
Interstate	I-85/SC 290 Interchange	P027379	Spartanburg County - convert the existing diamond interchange to a diverging diamond and improve the ramps. Design by Kimley-Horn & Associates.	In ROW	tentative construction 2021. ROW phase began 9/2019.	
	I-85 Widening	P027114	A design-build project to widen I-85 from S-57 (Gossette Rd) at Exit 80 to SC 18 Shelby Highway) at Exit 96.	Est. Completion: 8/2021	Awarded to: Blythe/Zachry (\$435,576,907)	

	 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.	Bridge demolition, clearing and grubbing and utility Relocations are currently underway.
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith	In PE 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.	ROW plans submitted ahead of 02/22 obligation.
	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	Ready for utility relocations to begin.
	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		Utility relocations in progress.
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	Securing a Consultant	RK&K completed alternative analysis study a City of Greenville selected a typical to move forward with.	LNTF issued 1.19.22 for consultant to begin preliminary work while contract is executed.
	S-125 over Saluda River	P037701	S-125 (Freeman Bridge Road) over Saluda River Bridge Replacement. (Y1 Off-System Bridges)	In ROW Current Let Date: 12/2028	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase.	Construction plans in development.
	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. Preliminary plan development underway.	Conceptual bridge plans and Design exception in QC review.
TAP & LPA	Woodside Streetscape	0042551	City of Fountain Inn - new sidewalks and shared use path beginning at Fairview Street & Diamond Tip Blvd extending along Woodside Ave and ending at the intersection of Jones St & Wall St. w/ new alignment through Woodside Park.	In Letting Prep Current Let Date: 05/2022	ROW complete.	Project submitted to letting prep for May 2022 letting.
	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: 07/2022	ROW acquisition phase completed.	Construction plans complete. Let date has shifted to allow time for utility coordination and funding resolution with the City.
	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: 09/2022	Utility agreement completed. Project let date shifted as additional TAP funding is needed. Coordination with ACSD 4 to secure funding ongoing.	Project let date shifted to allow time for funding resolution with ACSD 4.
	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		TAP award letter sent to Town of Central on 12/15/21. FPA being drafted by SCDOT legal office.
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 PE Current Let Date: 12/2023	CECS selected for PE. NTP issued on 07.02.20. Surveys and traffic studies completed. PIM held 7/27/21.	ROW plans QA review underway. RW obligation shifted to 05/22 to allow time for review comments to be closed out.

SCDOT PROJECT UPDATES

GPATS Policy Committee Meeting
March 7, 2022

Hello!

Casey B. Lucas, P.E.
SCDOT Program Manager

2

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

3

A LOOK AT UPCOMING PROJECTS

UPCOMING PROJECTS

Town Of Central Connector

- \$643k GPATS TAP funding
- TAP award letter sent to Town Central 12/15/21
- FPA being drafted by legal office
- Design to follow

5

A LOOK AT PROJECTS IN DESIGN

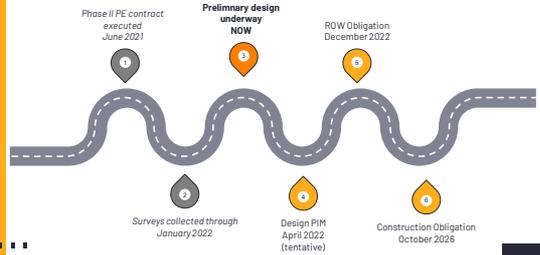
PROJECTS IN DESIGN

Woodruff Road Congestion Relief



FixWoodruffRoad.com

WRCR ROADMAP



PROJECTS IN DESIGN

- S-107 Butler Road
 - 2nd PIM held 11.18.21
 - Design progressing to ROW plans
 - Project Schedule:
 - ROW Obligation: Fall 2022
 - CON Obligation: Fall 2024



buildingabetterbutler.com

PROJECTS IN DESIGN

- Riverside Middle School Sidewalk
 - \$250K GPATS TAP Funding
 - Coordinating with ACSD 4 to secure additional funding for letting
- Fountain Inn Woodside Streetscape
 - Design by Arbor Engineering
 - \$180K GPATS TAP Funding
 - In Letting Prep for May 2022
- Fountain Inn Woodside Connector
 - Design by AECOM
 - \$351K GPATS TAP Funding
 - ROW Completed, Utility coordination underway
 - Assisting FI to secure additional construction funding



A LOOK AT PROJECTS UNDER CONSTRUCTION



S-164 Batesville Rd. Widening

- Awarded to Eagle Construction Company 3/2019
- Work began 6/2019
- Anticipated Completion 05/2022



RCE UPDATE

- Project on final surface from bridge to Roper Mountain Road.
- Construction continues in the Pelham/SC14/Batesville intersection.
- Expect to meet April 29, 2022 completion date!!





13



14

SC 146 Woodruff Rd. Widening

- Awarded to Sloan Construction 4/2019
- Work began 7/2019
- Anticipated Completion 5/2022



15

RCE UPDATE

- Storm drainage & curb and gutter installation continue
- New signal poles installed at Lowes Grocery drive.



16



17

Roper Mtn Rd/Roper Mtn Rd Extension

- GPATS Guideshare
- Awarded to Eagle Construction 04/2020
- Anticipated Completion 05/2023



18

RCE UPDATE

- Box culvert extension continues on RMR.
- Drainage installation approximately 40% complete on RMRE.



19



20



21

S-75 Cherokee Rd. over US 29

- Non-Guideshare Bridge Replacement
- Anderson County
- Awarded to Thrift Development
- Anticipated Completion 07/2024



22

RCE UPDATE

- Bridge demolition, clearing & grubbing, and utility relocations currently underway.



23



24

S-140 & S-250

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



25

RCE UPDATE

- Both bridges in utility relocations window



26

COMPLETED PROJECTS



27

SC 153 Intersection Improvements

- GPATS Guideshare
- Awarded to Thrift Corporation 06/2020
- Anticipated Completion 02/2023



28



29



30



Thank you!

Any questions?

You can contact me at:

- LucasCB@SCDOT.org
- 803-737-1087





Greenville County Planning Department

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Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: GPATS Performance Measures Update

Please find **Attachment 3.2**, an Amendment to the GPATS Horizon 2040 Long-Range Transportation Plan (LRTP) of GPATS Performance Measures as required by the FAST Act. Additionally, please find **Attachment 3.3**, an Amendment to the GPATS FY2020-2025 Transportation Improvement Program (TIP) Document to bridge between Transportation Performance Measures (TPM) from the LRTP into project selection and implementation.

The Performance Measure Targets being amended are:

- CATbus Transit Safety

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

Both amendments have been advertised from February 13th through March 7th. The Study Team has reviewed these items and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the Amendment to the GPATS Horizon 2040 LRTP and the Amendment to the GPATS FY2021-2026 TIP Document.



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

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

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

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

2018 - 2022 SAFETY TARGETS (2016-2020 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1023	1.838	2877.2	5.162	440.8
SC Targets	1061	1.82	2850	4.892	500
GPATS Baseline	100.4	1.67	325.6	5.404	52.4

2021 TRANSIT SAFETY TARGETS

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability***
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10.527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	15	1.72	19	2.26	37,383
	Demand Response/ Paratransit	0	0.00	1	0.94	1	1.56	32,073

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

Next steps

Additional Measures Coming Soon

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

Previous Target Adoption Dates:
 May 2021 February 2019
 February 2021 November 2017
 October 2020
 October 2019

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

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate*	# Severe Injuries	Severe Injury Rate*	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2016 – 2020)	1023	1.838	2877.2	5.162	440.8
GPATS Baseline (2016 – 2020)	100.4	1.67	325.6	5.404	52.4
SC 2022 Targets	1061	1.82	2850	4.892	500

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

2021 Transit Safety Data								
Transit Agency	Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe Injury Rate*	Safety Events (Total)	Safety Event Rate*	System Reliability**
CATbus	Fixed Route	0	0.00	8.5	1.44	19.5	3.32	10,527
	Demand Response/ Paratransit	0	0.00	1	0.10	3	0.30	16,002
Greenlink	Fixed Route	0	0.00	15	1.72	19	2.26	37,383
	Demand Response/ Paratransit	0	0.00	1	0.94	1	1.56	32,073

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

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

Transit Asset Management (TAM)

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



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Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: GPATS Transportation Improvement Program Amendment AC #6

Please find **Attachment 4.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2021 through 2026. This proposed Amendment version will be known as AC #6.

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

- Guideshare Allocation increase starting in FY2022 to \$20,664,009. Please find **Attachment 4.3** for an explanation from SCDOT.
- An updated FY2022 Carryover Balance from SCDOT to \$7,783,381.03
- Batesville Road (S-164) Phase II Pelham Road to the Parkway
 - STIP Conformity
 - Add \$8.5 million to FY2025 AC
 - \$8.5 million FY2026 ACC
- Butler Road (S-107) from Bridges Road to US-276
 - Shift of ROW
 - \$1 million from FY2021 to FY2023
 - Shift Construction
 - \$4.5 million from FY2023 to FY2025
 - \$10 million from FY2024 to FY2026 ACC
 - Add \$10 million to FY2025 AC
- Change in scope for Garlington Rd project to extend termini to Pelham Rd for Feasibility Report purposes. The result may return termini to Roper Mtn Rd or accelerate Garlington Phase II to Pelham Rd.
- Addition of SPATS Project, SC-296, Reidville Rd for purposes of Feasibility Report that may result in acceleration of GPATS SC-296 Bennetts Bridge Road Project
 - \$100k in FY2022 of SPATS funding

- S-384 Bridge Replacement over Brushy Creek (Non-Guideshare)
 - Shift of ROW
 - Move \$50,000 from FY2022 to FY2023
- Addition of FY2022 SCDOT Bridge Replacement and Rehabilitation Program
- Addition of Summary FY2022 FTA Transit funding to include all amounts for inclusion of FY2019 through FY2022
 - Mauldin-Simpsonville Urbanize Area (CA) increase FY2019 and FY2022 to total \$2,489,055.00

The TIP has been advertised from February 13th through March 7th, 2022. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the GPATS FY2021-2026 Transportation Improvement Program, Amendment AC #6, which will be submitted for adoption into the Statewide Transportation Improvement Program (STIP).

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2021-2026 FINANCIAL STATEMENT

DRAFT Amendment/Correction Version AC #6 DRAFT

TIP Approved 05/17/2020 | AC #5 Approved 8/16/2021

(COST IN THOUSANDS)	TIP								TIP COST (2021-2026)
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026		
GUIDESHARE ALLOCATION	\$18,078	\$18,078	\$20,644	\$20,644	\$20,644	\$20,644	\$20,644	\$121,298	
DEBT SERVICE	(\$2,402)	(\$2,407)	\$0	\$0	\$0	\$0	\$0	(\$2,407)	
SCDOT SIGNAL RETIMING	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)		(\$2,250)	
ALLOCATION AVAILABLE FOR PROJECTS	\$15,526	\$15,521	\$20,494	\$20,494	\$19,744	\$19,744	\$20,644	\$116,641	
CARRYOVER AVAILABLE FROM PREVIOUS FY	\$20,293	\$14,890	\$ 7,783	\$ 25,827	\$ 34,571	\$ 41,165	\$42,454		
GUIDESHARE SUBTOTALS	\$ (24,350)	\$ (12,387)	\$ (2,450)	\$ (11,750)	\$ (13,150)	\$ (18,455)	\$ (29,750)	(\$87,942)	
SCDOT GUIDESHARE ADVANCEMENT									
GUIDESHARE PAYBACK									
BALANCE	20,293	14,890	18,024	25,827	34,571	41,165	33,348	33,348	

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

** - ENVIRONMENTAL 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	\$121,298
	CARRYOVER	\$20,293
EXPENDITURES	PROJECTS	(\$87,942)
	DEBT	(\$2,407)
	OTHER	(\$2,250)
BALANCE		\$33,348

Amounts shown in *Italics* are Non-Guideshare funds

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP						TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING
					FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026			
		DEBT SERVICE	\$ 67,048	\$2,402	\$2,407	\$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									Fully Obligated	STBGP	
37728RD02		ALEX RD	2,043											
37728RD03		JIM HUNT RD	130 P		109 R		2,000 C							
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,650 P 2,200 R 6,500 C 1,750 C	6,500 C									STBGP Safety	
39309RD02	27	SC 153 EXTENSION US 123 TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	4,500 P 2,078 R 24,000 C									Fully Obligated	Completed	STBGP
39660RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	750 P 1,500 R *****9,500 C-AC	4,500 C-ACC	2,278 C-ACC	2,722 C-ACC					\$2,278		STBGP CRRSAA	
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P 1,200 R	4,300 C	5,500 C						\$5,500		STBGP	

GUIDESHARE PROJECTS CONTINUED														
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP						TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING	
					FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026				
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.														
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R	3,250 C 1,000 C	4,500 C						\$4,500		STBGP Safety	
P030553	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P					1,000 R		4,500 C 10,000 C-AC	10,000 C-ACC	\$15,500		STBGP
P030554	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P				1,900 R		2,500 C 8,500 C-AC		8,500 C-ACC	\$12,900	ON HOLD	STBGP
P028743		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	2,900 P	2,000 P			8,750 R	9,450 R-ACC		9,450 R-ACC	9,450 R-ACC	\$37,100	\$76,000	STBGP
P028744 / P037434		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD (INTERSECTION IMPROVEMENTS, TURNING LANES)	500 P 1,000 R	3,800 C										STBGP
P039274		GARLINGTON ROAD FROM SC-146 TO PELHAM ROAD										\$300		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
		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
39301RD01		BRUSHY CREEK AND STRANGE ROAD	549 P,R 2,067 C											STBGP
39542RD01		ANN ST (US 178) AND JONES ST	450 P,R 2,200 C										Fully Obligated	STBGP Pickens County CTC
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	750 P,R 2,750 C										Fully Obligated	STBGP
		HAYWOOD ROAD AND PELHAM ROAD					250 PL		TBD		TBD	\$250		STBGP
		PLEASANTBURG DRIVE AND RUTHERFORD ROAD					250 PL		TBD		TBD	\$250		STBGP
		WHITEHORSE RD / W. BLUE RIDGE RD								25 PL	TBD	\$25		STBGP
		E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY								35 PL	TBD	\$35		STBGP

GUIDESHARE PROJECTS CONTINUED														
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP						TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING	
					FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026				
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	\$ -	\$ -	\$ 45	\$ -	\$ 695		
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates														
		GTA - Greenlink Capital							900	900	900	\$2,700		STBGP
		CAT - Clemson Area Transit Capital							900	900	900	\$2,700		STBGP
						\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ 1,800	\$ 5,400		
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	150	150	900	900		\$2,250		
		Signal Retiming Balance	546	696	556	706	856	1756	2656	2656		2656	UNDER BUDGET	
GUIDESHARE SUBTOTALS			\$ 71,727	\$ 24,350	\$ 12,387	\$ 2,450	\$ 11,750	\$ 13,150	\$ 18,455	\$ 29,750	\$ 87,942			

NON-GUIDESHARE PROJECTS

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2020	TIP						TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING
				FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255										ARC See TAP Section Local/Greenville Co
P027367	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)	470 C 500 C 500 C										APPALACHIAN REG GLDTC GREENVILLE CO
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C										APPALACHIAN REG.
	SC-93 AT CLAYTON ST - TOWN OF CENTRAL	299 C 365 P,R,C										APPALACHIAN REG. Local
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100										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				\$500		ARC Local
0036167	CU-ICAR AND FAIRFOREST WAY	3,223 C										EARMARK
P037790	I-385 AT FAIRVIEW ROAD BRIDGE REHAB	376 P,C									Completed	EARMARK
P308375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,000 P			250 R 692 C		2,211 C			\$2,461		EARMARK LOCAL
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998								Fully Obligated		EARMARK FED LIMIT
42551	WOODSIDE STREETScape		59 R		107 C 313 C 310 C					\$59		ENHANCEMENT ARC Local
P28051801018	ARTS PARK CONNECTIVITY TRAIL	125 C										SCRTP
P28051900419	CONESTEE BOARDWALKS & OBSERVATION DECK REHAB/REPLACEMENT	109 C										SCRTP
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
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60		100 P							\$3,000		SAFETY/HSP
2019	US-29 - US-76 TO FAIRWAY GREEN	Anderson	6,757									RECON &REHAB
2019	US-29 - S-232 PLANTATION RD TO WHITEN RD	Anderson										RECON &REHAB
2019	US-29 - WHITEN RD TO PINE TR	Anderson										RECON &REHAB
2019	SC-8 - PALMETTO RD TO SC-81	Anderson	3,768									RECON &REHAB
2019	HWY 25 - POINSETT HWY TO TIGERVILLE RD	Greenville	2,006									RECON &REHAB
2019	S. MAIN - ROE CENTER CT TO HWY 25	Greenville	3,571									RECON &REHAB
2019	POINSETT HWY - HWY 25 TO ABELIA RD	Greenville										RECON &REHAB
2019	FORK SHOALS - REEDY FORK RD TO REEDY FORK RD	Greenville	3,284									RECON &REHAB
2019	FORK SHOALS - LOG SHOALS TO GEORGIA RD	Greenville										RECON &REHAB
2019	FORK SHOALS - GEORGIA RD TO HWY 418	Greenville										RECON &REHAB
2019	OLD WHITE HORSE RD EXT - US-25 TO COLLINS RD	Greenville	1,889									RECON &REHAB
2019	ABERCROMBIE RD - US-14 TO BRYSON FORD RD	Laurens	476									RECON &REHAB
2019	CALHOUN MEMORIAL HWY - OLD GVL HWY TO RUHAMAH RD	Pickens	5,980									RECON &REHAB
2019	TIGER BLVD - OCONEE CO LINE TO WALL ST	Pickens	2,929									RECON &REHAB
2019	TIGER BLVD - COLLEGE AVE TO TIGER BLVD	Pickens										RECON &REHAB
2019	GVL HWY - AMSTERDAM RD TO BLACK SNAKE RD	Pickens										RECON &REHAB
2019	CANNERY RD - DACUSVILLE HWY TO FARRS BRD RD	Pickens	995									RECON &REHAB
2019	CANNERY RD - CANNERY RD TO FARRS BRD RD	Pickens										RECON &REHAB
2019	TABOR WOODS RD - FARRS BRD RD TO RICE RD	Pickens										RECON &REHAB
P028821	BRIDGE US-29 AT S-23-75 - GREENVILLE	REHAB	2,460 P,C									BRIDGE REHAB
0031268	BRIDGE S-4-75 AT US-29 - ANDERSON	REPLACEMENT	3,243 P,R				15,000 C			\$15,000		BRIDGE REPLACE
P027023	BRIDGE S-39-267 AT 12 MILE CREEK - PKNS	REPLACEMENT	3,436 P,R,C									BRIDGE REPLACE
0027178	BRIDGE S-23-164 AT ENOREE RIVER - GRVL	REPLACEMENT	1,352 P,R	2,657 C							Completed	BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT TYGER RIVER - SPBG	REPLACEMENT	3,409 P,R,C								Completed	BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT RESIN CREEK - SPBG	REPLACEMENT	3,284 P,R,C								Completed	BRIDGE REPLACE

NON-GUIDESHARE PROJECTS

PIN #	NON-GUIDESHARE PROJECTS		Previous Obligations	FY 2020	TIP						TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING
					FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026			
P027834	BRIDGE S-23-335 AT ENOREE RIVER - GRVL	REPLACEMENT	4,537 C										BRIDGE REPLACE
P027234	BRIDGE S-23-526 AT N SALUDA - GRVL	REPLACEMENT											BRIDGE REPLACE
P027839	BRIDGE S-23-191 AT HOWARD BR - GRVL	REPLACEMENT											BRIDGE REPLACE
P027810	BRIDGE S-23-270 AT S TYGER RIVER - GRVL	REPLACEMENT											BRIDGE REPLACE
P027846	BRIDGE S-23-154 AT PAYNE BRNCH - GRVL	REPLACEMENT											BRIDGE REPLACE
P038696	BRIDGE S-23-93 AT BEAVERDAM CR - GRVL	REPLACEMENT											BRIDGE REPLACE
P027812	BRIDGE S-23-132 AT ARMSTRONG CR - GRVL	REPLACEMENT											BRIDGE REPLACE
P027813	BRIDGE S-23-456 AT HORSE CREEK - GRVL	REPLACEMENT											BRIDGE REPLACE
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL	REPLACEMENT	1,014 P										BRIDGE REPLACE
P028355	BRIDGE S-23-272 AT REEDY - GRVL	REPLACEMENT	6,250 P,R,C								\$0		BRIDGE REPLACE
P038260	BRIDGE S-154 OVER HUFF CREEK - GRVL	REPLACEMENT	1,000 P				125 R		4,325 C		\$4,450		BRIDGE REPLACE
P037701	BRIDGE S-125 OVER SALUDA RIVER - GRVL	REPLACEMENT	1,131 P			60 R	3,063 C				\$3,123		BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON	REPLACEMENT	600 P							30 R	\$30	\$2,320 C	BRIDGE REPLACE
P037693	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS	REPLACEMENT	320 P	18 R		1,503 C					\$1,503		BRIDGE REPLACE
P037696	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS	REPLACEMENT	310 P	64 R		1,423 C					\$1,423		BRIDGE REPLACE
P041233	BRIDGE S-39-123 SB OVER GEORGES CREEK	REPLACEMENT					367 P						BRIDGE REPLACE
P041232	BRIDGE S-39-124 OVER GEORGES CREEK	REPLACEMENT					367 P						BRIDGE REPLACE
P041231	BRIDGE S-39-183 OVER TWELVE MILE CREEK	REPLACEMENT					367 P						BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK	REPLACEMENT					101 P						BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK	REPLACEMENT					101 P						BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER	REPLACEMENT					101 P						BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARRIS RD) OVER BRUSHY CREEK	REPLACEMENT					193 P						BRIDGE REPLACE
P041175	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER	REPLACEMENT					193 P						BRIDGE REPLACE
2022	S-23-124 OLD EASLEY HWY OVER SALUDA RIVER						41 P						STATEWIDE PM
2022	S-23-418 OVER HUFF CREEK						100 P						STATEWIDE PM
2022	S-23-29 WADE HAMPTON BLVD OVER MTN CREEK						83 P						STATEWIDE PM
2022	S-23-276 GREER HWY OVER MIDDLE SALUDA RIVER						62 P						STATEWIDE PM
2022	SC-8 EASLEY HWY OVER US-29						41 P						STATEWIDE PM
2022	SC-81 ANDERSON RD OVER SALUDA RIVER & S-4-143						100 P						STATEWIDE PM
2022	SC-146 N HWY OVER ENOREE RIVER						100 P						STATEWIDE PM
2022	S-39-135 DACUSVILLE HWY OVER SHOALS CREEK						45 P						STATEWIDE PM
P030817	S-23-279 (Reid School Rd)		75 R			1,600 C							SAFETY
	SC-153 Corridor (East and West of SC-81)		600 R,C										SAFETY
P037191	SC-146 Corridor (S-23-183 to S-23-654)		300 P				50 R	1,600 C					SAFETY
P037190	US-25 Corridor (I-85 to S-23-782)		300 P				50 R				\$2,050		SAFETY
P039376	Intersection Improvement S-83 (Old Grove Rd) / L-27 (Bracken Rd)			200 P			100 R	2,000 C			\$2,100		SAFETY
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)			250 P			100 R	2,000 C			\$2,100		SAFETY
P039384	Intersection Improvement SC-135(Dausville Hwy) / S-95 (Jameson Rd)			200 P				100 R	2,000 C		\$2,100		SAFETY
P039386	Intersection Improvement SC-81 (Anderson Rd) / S-327 (Old Dunham Bridge Rd)			200 P				1,550 R,C			\$1,550		SAFETY
P039387	Intersection Improvement US-29 / S-96 (Welcome Rd)			250 P				100 R	2,000 C		\$2,100		SAFETY
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)						250 P	50 R	2,000 C		\$2,300		SAFETY
P037885	RSA US-29						500 P	50 R	4,000 C		\$4,550		SAFETY
P030236	SC-291 N Pleasantburg Dr and White Oak Dr						150 C				\$150		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	\$10,000		NHS/IM
P027223	I-385 REHAB FROM MM 36.69-42.1		30,000 P,C							714,500 AC	\$714,500	\$704,500 ACC	NHS/IM
0038111	I-85 @ I-385 (EXIT 51)		12,000 P								Fully Obligated		NHS/IM
			270,000 C										SIB
P038111	I-85 @ Rocky Creek Bridge		1,200 P										NHS/IM
			44,000 C										
EXEMPT SUBTOTAL			\$500,211	\$4,498	\$25,985	\$13,746	\$13,506	\$6,536		\$724,530	\$784,303	\$706,820	

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

Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2016	FY 2017	SUMMARY 2017*	Current FY		TIP (Extrapolated)							FUNDING
					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SUMMARY 2022**	FY 2023	FY 2024	FY 2025	
	GREENVILLE URBANIZED AREA (CA)	2,887	3,087	5,974	3,311	3,354	3,431	3,483	3,354	16,934	3,354	3,354	3,354	FTA SECTION 5307 & 5340
	Greenville Transit Authority	1,935	2,192	4,128	2,424	2,323	2,314	2,294	2,323	11,677	2,323	2,323	2,323	
	Capital	442	424	866	461	42	341	597	597	1,440	597	597	597	
	Operating	100	461	561	509	1,580	627	609	1,150	4,475	1,150	1,150	1,150	
	Enhancements/Improvements		0	0										
	ADA	193	219	412	242			229	96	568	96	96	96	
	Planning Administration		0	0		232	231			464				
	Preventative Maintenance	1,200	1,088	2,288	1,212	468	1,456	1,114	480	4,730	480	480	480	
	Clemson Area Transit	952	895	1,847	888	1,032	1,117	1,190	1,032	5,257	1,032	1,032	1,032	
	Capital			0										
	Operating	660	586	1,246	395	613	380	476	613	2,477	613	613	613	
	Enhancements/Improvements			0										
	ADA		1	1										
	Planning Administration/Security	10	10	19	9	10	11	12	10	53	10	10	10	
	Preventative Maintenance	283	229	512	483	409	726	702	409	2,728	409	409	409	
	GREENVILLE URBANIZED AREA (PL)	100		100	160	160	160	160	160	800				FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,709	875	2,584	1,462	1,614	1,647	1,931	875	7,529	875			FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)													FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	360	356	716	349	386	402	408	356	1,902	356			FTA SECTION 5310
	-- Senior Solutions	223		223										
	-- Turning Point of SC	92		92										
	-- Turning Point of SC A	45	27	72										
	-- Turning Point of SC B		73	73										
	-- Senior Solutions		151	151										
	-- Turning Point of SC		106	106										
	-- Senior Solutions					253				253				
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	528	277	805	398	364	380	356	277	1,774	277			FTA SECTION 5339
	-- GTA Capital Purchase	354	197	551	291	252	256	234	197	1,230	197			
	-- CAT Capital Purchase	174	80	254	107	112	123	122	80	544	80			
	-- CAT Low/No Grant	3,905		3,905										5339(c)
	-- GTA Low/No Grant		1,450	1,450			5,277			5,277				5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT				11,000					11,000				5339(b)
	STATE MASS TRANSIT FUNDING	441	369	810	546	505	405	511	342	2,309	342			SMTF
	-- GTA SMTF	296	262	558	447	400	316	399	243	1,805	243			
	-- CAT SMTF	145	107	252	99	105	89	112	99	504	99			
	SCDOT Vehicle Replacement Initiative													FTA SECTION 5307
	-- GTA Capital Purchase	2,134	2,134	4,267										
	-- CAT Capital Purchase	377	60	437										SMTF
		2,338	2,338	4,675										5307
		413	500	913										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
	CA4I/SCDDSN - Mobility for All Grant						326			326				FTA
	FTA SUBTOTAL	15,191	11,446	26,637	6,226	6,404	26,411	7,521	5,364	51,927	5,204	3,354	3,354	

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

** FY 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 2020	TIP					TIP COST (2021-2026)	REMAINING COST (2027+)	FUNDING
	Year	Priority	Jurisdiction/Projects			FY 2021	FY 2022	FY 2023	FY 2024	FY 2025			
P028261	2013	4	Anderson School District One Ragsdale Road Sidewalks	200								Completed	TAP 20% Local Match
	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									TAP 20% Local Match
P030103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	250									TAP 20% Local Match
	2015	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245									TAP 20% Local Match
P032168	2015	2	Town of Williamston Minor Street Sidewalk Project - Phase I	200									TAP 20% Local Match
P038476	2016	1	City of Greenville Haywood Road Sidewalks	400									TAP 20% Local Match
P028261	2017	1	Anderson County Ragsdale Road Sidewalks Additional Funding	320									TAP 20% Local Match
P038173	2017	2	City of Fountain Inn Woodside Park Connector	351									TAP 20% Local Match
	2017			404									TAP 20% Local Match
	2019	1	Town of Central Southern Wesleyan University to Town of Central Pedestrian/Bike Connector	643									TAP 20% Local Match
*Funding has not been verified													
TA OBLIGATION				(4,909)	0	0	0	0	0	0	0		
ANNUAL TA ALLOCATION					656	656	656	656	656	656	656	3,937	
FUNDING ADVANCEMENT				1,244	622	622	622						
ADVANCEMENT REPAYMENT					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)		
BALANCE				(3,665)	(3,009)	(2,353)	(1,696)	(1,662)	(1,628)	(1,594)	(1,560)		
TA TOTAL					0	0	0	0	0	0	0		
FY 2021-2026 TIP GRAND TOTAL					\$55,259	\$45,894	\$21,560	\$30,460	\$23,041	\$21,809	\$754,280	\$897,044	

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

MEMORANDUM

TO: MPO and COG Directors

FROM: Machael M. Peterson, Director of Planning 

DATE: January 13, 2022

RE: Regional Mobility Program and Increased Guideshare Allocation

The South Carolina Department of Transportation Commission approved an increase to the Guideshare funding allocation to Metropolitan Planning Organizations (MPO) and Councils of Governments (COG) at the October 21, 2021 meeting. The funding was increased from \$138 Million per year to approximately \$164 Million for federal fiscal year (FY) 2022. The increase will be approximately \$20 Million to be distributed by current formula and an additional approximately \$6 Million to be distributed to bring all regions up to a minimum investment level of \$4 Million. This action will enable the regions to begin to ramp up their programs and plan for meaningful projects in both the urban and rural areas of the state. In addition to the increase in funding, the MPO/COG Program is hereby renamed the Regional Mobility Program. This renewed program will improve statewide multimodal mobility by expanding on existing measures to ensure investment decisions are data driven with a clear focus on project outcomes.

As you are aware, we plan to receive updated US Census urban area and MPO/TMA designation information this year that will impact the existing guideshare formula. For this reason, we request that you plan and program future projects based on the new FY 2022 baseline funding numbers illustrated in the enclosure. Please understand that these numbers may modify for future years beyond FY 2022. As we work through this process, we will keep you informed and communicate any future guideshare allocations modifications. Again, MPOs and COGs may begin programming projects at their new funding levels.

A copy of the Guideshare allocation table is attached. SCDOT will also be distributing shortly, the Annual Financial Report for each MPO and COG. This will include the new FY 2022 baseline in future years for programming purposes, but those numbers will be subject to change pending new Census data.

If you have any questions, please do not hesitate to reach out to me at (803) 737- 1618.

Enclosure

cc: Justin P. Powell, Deputy Secretary for Finance & Administration
Madeleine Hendry (Maggie), Chief of Financial Planning



**2022 Regional Mobility Program
Guideshare Allocation**

COG	2022 Guideshare Amount
Appalachian	\$8,690,986
BCD	\$4,000,000
Catawba	\$5,622,322
Central Midlands	\$4,000,000
Lowcountry	\$4,000,000
Lower Savannah	\$6,294,220
Pee Dee	\$7,593,165
Santee Lynches	\$4,000,000
Upper Savannah	\$7,181,611
Waccamaw	\$4,000,000
Sub-Total	\$55,382,304
MPO	2022 Guideshare Amount
ANATS	\$4,000,000
ARTS (TMA)	\$4,103,890
CHATS (TMA)	\$21,726,983
COATS (TMA)	\$21,925,067
FLATS	\$4,000,000
GPATS (TMA)	\$20,644,009
GSATS (TMA)	\$8,678,725
LATS	\$5,281,829
RFATS (TMA)	\$6,891,808
SPATS	\$7,281,457
SUATS	\$4,000,000
Sub-Total	\$108,533,768



Greenville County Planning Department

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

Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: FTA Section 5310 Call for Projects

GPATS, serving as Designated Recipient for the Greenville and Mauldin-Simpsonville Urbanized Areas, is responsible for the allocation of FTA Section 5310 Funding.

Section 5310 Funds are made available to providers of transit service for the Elderly, Disabled, and Job Access. It replaced the old programs of JARC and New Freedom.

GPATS currently has **\$879,553.00** available for applications. We will be soliciting for applicants and will bring recommendations to the Study Team for approval by the Policy Committee as we are able.

Anyone interested in applying or know of any agencies that might, please contact Asangwua Ikein, aikein@greenvillecounty.org, and visit www.gpats.org for application guidelines.

This item is being presented for information only, and no action is required by the Policy Committee at this time.



Greenville County Planning Department

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Attachment 6

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: Unified Planning Work Program FY2023 Call for Projects

GPATS will be issuing a Call for Projects for Special Studies for inclusion into its FY2023 Unified Planning Work Program. GPATS has completed over two dozen Transportation Planning Studies since they began and continues to make its carryover balance of Federal PL Funds available to applying jurisdictions when possible.

Attached, please see **Attachment 6.2**, the Application page for those interested in submitting for PL Funding. Please return the completed application to Staff by March 18, 2022.

This item is being presented for information only, and no action is required from the Policy Committee at this time.

**Greenville-Pickens Area Transportation Study
FY 2023 Element 403 Funds
Request for Funding of a Planning Study**

Project Name _____

Applicant/Agency _____

Other Involved Agencies _____

Contact Person and Title _____

Address _____

Phone _____

E-mail _____

Brief Description of Project

Amount of GPATS funding requested (excluding 20% local match) _____

Who will provide 20% local match? _____

Will consultant services be required for this project? Yes No

Anticipated Project Start Date _____

Anticipated Project End Date _____

Signature of Applicant

Printed Name of Applicant

GPATS
301 University Ridge, Suite 3800
Greenville, SC 29601
864.467.7270
KBrockington@greenvillecounty.org



UPWP PLANNING FUNDS

The Greenville-Pickens Area Transportation Study (GPATS) updates the Unified Planning Work Program (UPWP) prior to the beginning of each fiscal year. The UPWP details transportation planning activities consistent with the adopted Long Range Transportation Plan, and includes funding for the LRTP and TIP, staff education, computer systems and equipment, the public involvement program, multimodal coordination, and other activities. GPATS allocates additional “carryover” funds to our municipalities and counties to aid in developing plans and studies.

ELIGIBILITY

GPATS Planning Funds can be used for planning analysis, operations and management, and funding of staff. This funding cannot be used for property acquisition, site preparation, preliminary engineering, detailed design, or construction projects. The applicant will be responsible for the 20% match to the federal funding provided.

SELECTION PROCESS

GPATS staff will review each application to ensure eligibility, and all applications will be presented to Study Team at its April 2021 meeting. Based on available funding, Study Team will recommend projects to the GPATS Policy Committee for approval at its May 2021 meeting.

CONTACT

Send questions and applications to:

GPATS

Attn: Keith Brockington

301 University Ridge

Suite 3800

Greenville, SC 29615

KBrockington@greenvillecounty.org





Greenville County Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601
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Attachment 7

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: BikeWalk Greenville Presentation – White Horse Road Safety

Frank Mansbach, Executive Director with BikeWalk Greenville, has requested to present to the Policy Committee the results of a study done by their Furman University Intern regarding the Dangerous by Design report from Smart Growth America and the potential implications for studies such as the SCDOT Road Safety Assessments.

Please find the slide deck as **Attachment 7.2**. Discussion to follow if there are any future actions that may be taken as a follow-up.

This item is being presented for information only, and no action is required from the Policy Committee at this time.

Bike Walk Greenville has been advocating for safe biking and walking infrastructure since 2013. We believe that equitable, multimodal transportation planning is a necessity for a healthy, vibrant community.

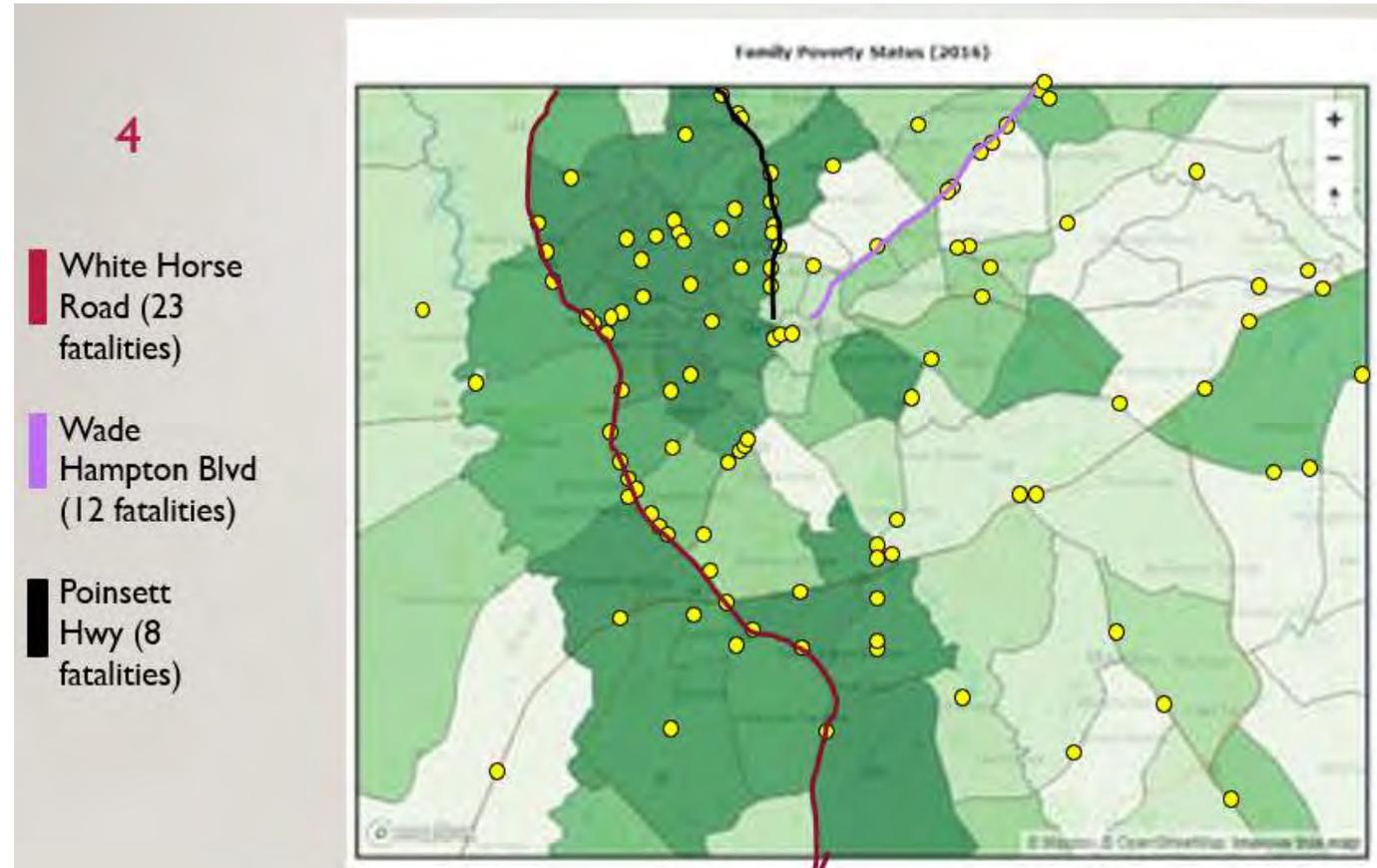


Furman University Intern Fall 2021

- Furman Senior Loise Aleria researched the Dangerous by Design report by Smart Growth America
- Our community is the **14th most dangerous in the country** for pedestrians, well above the national average, with 212 deaths recorded from 2010-19.



Loise has found that these deaths are concentrated in the poorest parts of our County. White Horse Road is a prime example of a corridor designed to maximize speed of motor vehicles without consideration for the needs of the people who live and work in the area - many of whom do not own a car.



This short video summarizes her research

<https://youtu.be/sdfJH-e63CQ>

**The socioeconomic disparity between
poor neighborhoods and wealthier neighborhoods
In Greenville, SC**



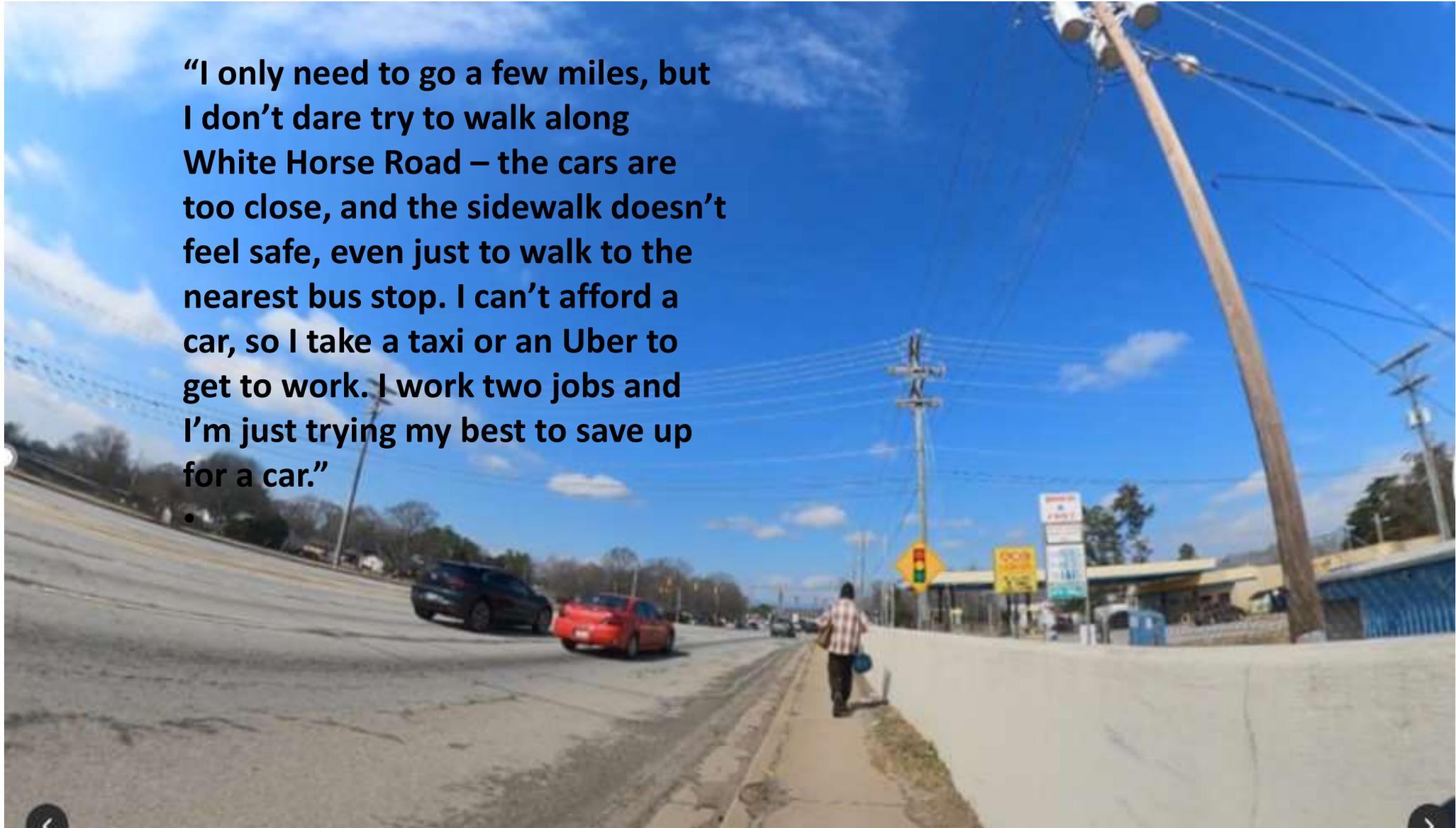
White Horse Road- US 25

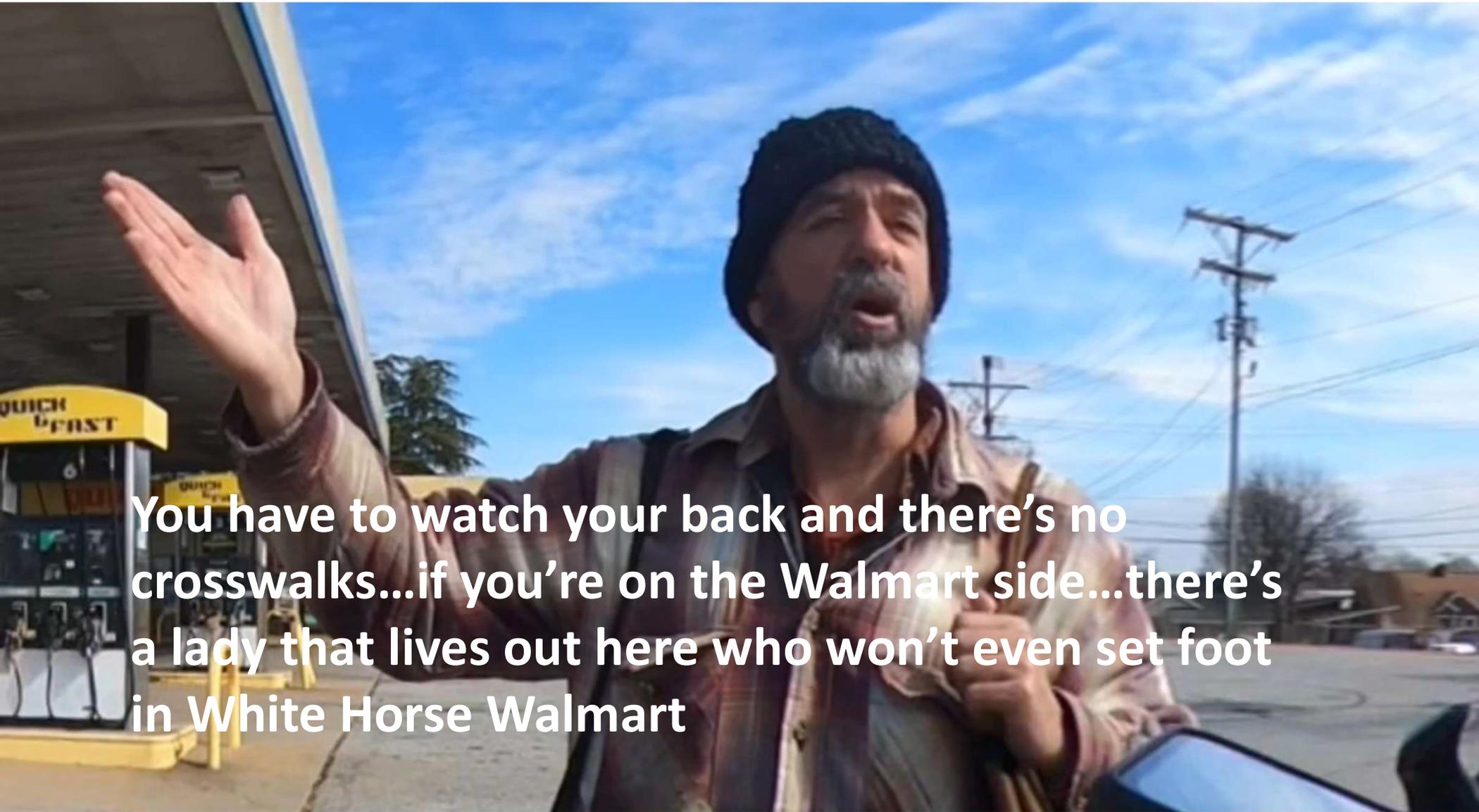
- 7 lanes with 28,600 vehicles a day
- Served by Greenlink Route 502
- Walmart is the most popular destination for Greenlink riders



“I only need to go a few miles, but I don’t dare try to walk along White Horse Road – the cars are too close, and the sidewalk doesn’t feel safe, even just to walk to the nearest bus stop. I can’t afford a car, so I take a taxi or an Uber to get to work. I work two jobs and I’m just trying my best to save up for a car.”

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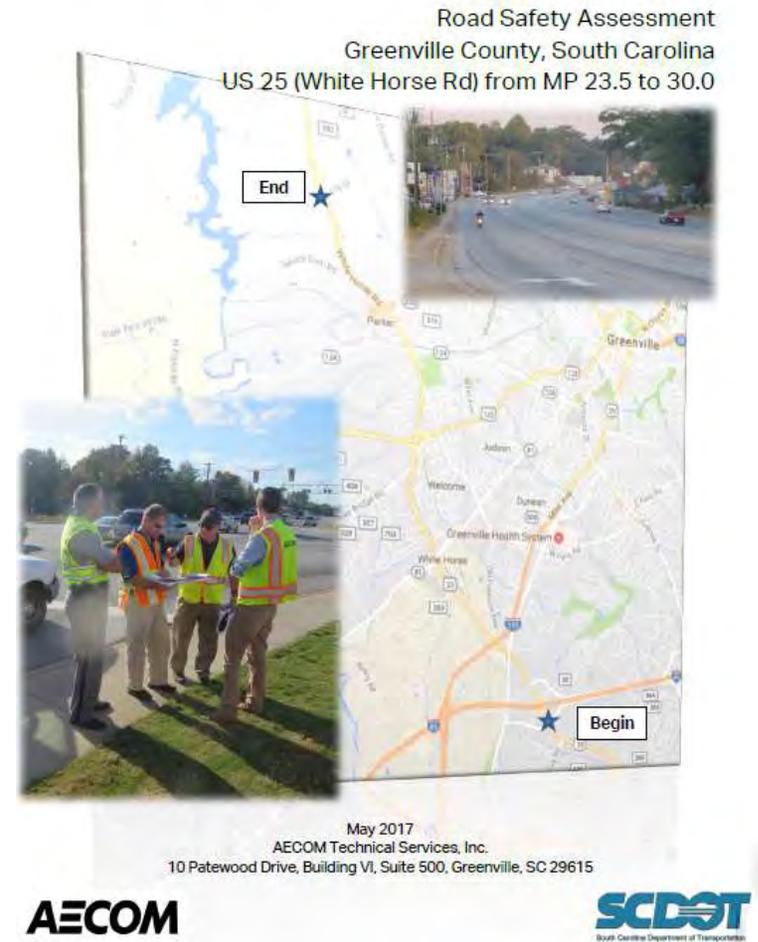
You have to watch your back and there's no crosswalks...if you're on the Walmart side...there's a lady that lives out here who won't even set foot in White Horse Walmart



- Crosswalks are often ½ mile apart, and up to 1.5 miles
- It feels and is dangerous, even when crossing at an intersection due to turning cars
- Sidewalks are narrow with no separation from high-speed traffic
- Constant traffic noise leads to stress and sensory overload – can't identify oncoming traffic by sound

RSA of White Horse Road

- Despite the concerning numbers of pedestrian deaths, the 2017 SCDOT Road Safety Assessment for White Horse Road only addressed vehicle to vehicle crashes
- We assert that a new safety analysis is needed to appropriately address this problem of equity and mobility in an underserved area of our community



The First Step: a Pedestrian Safety Report

- The report should include a cost estimate of needed improvements, such as:
 - better lighting
 - improving existing crosswalks
 - adding more crosswalks
 - Increasing separation/barrier from the motor vehicles and sidewalks
 - Reevaluation of speed limits
 - Potential traffic calming safety measures such as lane restriping, elimination of slip lanes, and intersection updates or changes.
- **We advocate that the GPATS Policy Committee formally ask SCDOT to prioritize a pedestrian safety study**



Charleston had a Road Safety Audit done by SCDOT in 2020

Two State Legislators and the local advocacy group Charleston Moves are currently lobbying for SCDOT funding to implement the recommendations



Commentary

We must make Ashley Phosphate Road safe for everyone

BY WENDELL GILLIARD, MARVIN PNDARVIS AND KATIE ZIMMERMAN



Zimmerman



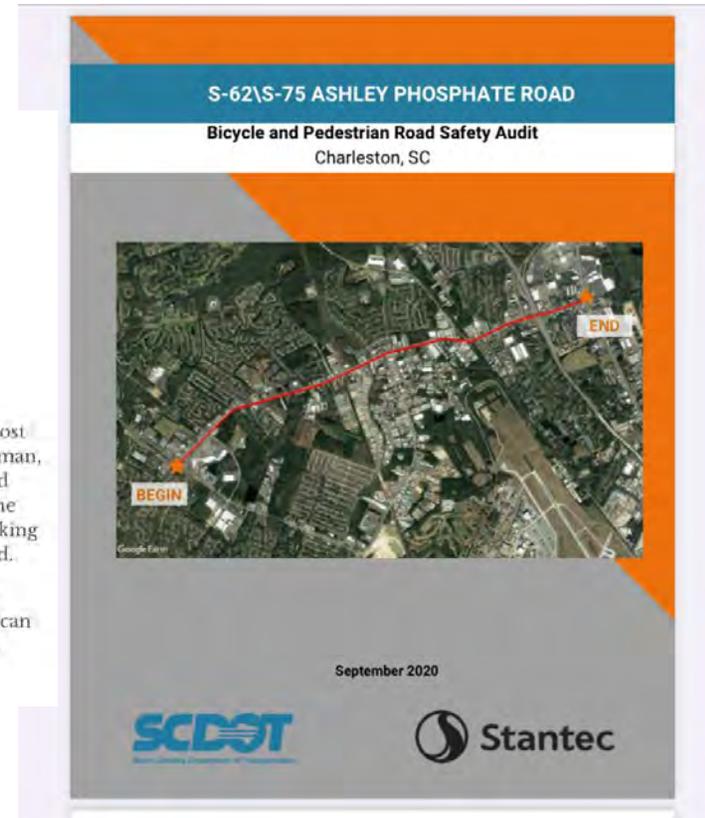
Gilliard



Pendarvis

On Jan. 22, our community lost Carlos Dunlap Sr. — a great man, father, local businessman and community leader — when he was struck by a car while walking along Ashley Phosphate Road.

South Carolina is one of the country's most dangerous states for people who walk or ride a bicycle. African American and senior community members bear disproportionate impacts from this danger.



Thank You!

- You can contact us at info@bikewalkgreenville.org





Greenville County Planning Department

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Attachment 8

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 7, 2022

SUBJECT: GPATS Election of Officers

As the GPATS Policy Committee Chairman position has been vacated by former member Butch Kirven, and per the GPATS Policy Committee Bylaws, the Policy Committee will hold an election for the Chairman and Vice-Chairman positions.

The Policy Committee shall ask for nominations of officers and shall hold a vote for each office as per the Bylaws below.

ARTICLE III – POLICY COMMITTEE OFFICERS

3.1 Chair

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

3.2 Vice-Chair

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

3.3 Secretary/Executive Director

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

3.4 Term of Office

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