

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**MAY 17, 2021**  
**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**  
**LIMITED SEATING CAPACITY – 50 PERSONS**  
**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>**

- |                |     |   |  |
|----------------|-----|---|--|
|                | 1.  | <b>CALL TO ORDER / WELCOME AND INTRODUCTIONS</b>  | <i>Chairman<br/>Councilman Butch Kirven</i>                                |
| <b>action:</b> | 2.  | <b>APPROVAL OF THE FEBRUARY 22, 2021 COMMITTEE MINUTES</b>                                    | <i>Attachment 1<br/>Chairman<br/>Councilman Butch Kirven</i>               |
|                | 3.  | <b>PUBLIC COMMENT</b>   | <i>Chairman<br/>Councilman Butch Kirven</i>                                |
|                | 4.  | <b>SCDOT PROJECT STATUS UPDATE</b>  | <i>Attachment 2<br/>Casey Lucas<br/>SCDOT Project Manager</i>              |
| <b>action:</b> | 5.  | <b>PERFORMANCE MEASURES UPDATE</b>  | <i>Attachment 3</i>  |
| <b>action:</b> |     | - LRTP AMENDMENT  | <i>Brennan Groel</i>   |
|                |     | - TIP DOCUMENT AMENDMENT  | <i>GPATS Transportation Planner</i>  |
| <b>action:</b> | 6.  | <b>GPATS TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FY2021-2026 AC#4</b>                    | <i>Attachment 4<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
| <b>action:</b> | 7.  | <b>FY2022 UNIFIED PLANNING WORK PROGRAM SPECIAL STUDIES</b>                                   | <i>Attachment 5<br/>Brennan Groel<br/>GPATS Transportation Planner</i>     |
| <b>action:</b> | 8.  | <b>GPATS FY 2022–2023 UNIFIED PLANNING WORK PROGRAM</b>                                       | <i>Attachment 6<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
|                | 9.  | <b>TRANSPORTATION ALTERNATIVES PROGRAM FISCAL YEAR 2021 UPDATE – NO CALL FOR PROJECTS YET</b> | <i>Attachment 7<br/>Brennan Groel<br/>GPATS Transportation Planner</i>     |
|                | 10. | <b>2020 CENSUS URBANIZED AREA DELINEATION SCHEDULE</b>  | <i>Attachment 8<br/>Keith Brockington<br/>GPATS Transportation Manager</i> |
|                | 11. | <b>NEW BUSINESS</b>   |  |
|                | 12. | <b>ADJOURN</b>  |  |

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**February 22, 2021**  
**Meeting conducted by remote participation**  
**10:00 a.m.**

**MEMBERS PRESENT:** Chairman Butch Kirven, Senator Rice, Senator Allen, Senator Cash, Senator Turner, Representative Burns, Representative Collins, Representative Smith, Commissioner Christopher, Commissioner Willard, Councilor Davis, Councilor Meadows, Councilor Saitta, Councilor Seman, Councilor Tripp, Mayor Amidon, Mayor Danner, Mayor Halfacre, Mayor McLeer, Mayor Merritt, Mayor Petersen, Mayor Sanders, Mayor Shewmaker, Mayor White, Mayor Womack, Dick O’Neill, Ruth Sherlock, and Keith Brockington

**OTHERS PRESENT:** P Gucker, T. Coker, H. Gamble, B. Groel, A. Ikein, H. Hahn, C. Lucas, M. Peterson, D. Montgomery, and C. Lewis

**CALL TO ORDER/WELCOME:**

Chairman Kirven called the meeting to order at 10:03 a.m. and thanked those in attendance by the virtual platform for the first meeting of 2021.

Chairman Kirven introduced and welcomed the new members to the Committee:

- Mayor Halfacre of Clemson (replaced J.C. Cook)
- Mayor Blake Sanders of West Pelzer (rotating seat held previously by Mack Durham of Williamston)
- Councilman Alex Saitta of Pickens County (replaced Roy Costner)
- Councilman Henry Wilson of Pickens County (replaced Carl Hudson)

Mr. Kirven stated a GPATS 101 Presentation was held on February 17, 2021, by Mr. Brockington and his staff. He explained this was an orientation for new members as well as a refresher for returning members. He advised members with any questions or needing information to contact Mr. Brockington or his staff for assistance.

**APPROVAL OF THE OCTOBER 19, 2020 COMMITTEE MEETING MINUTES:**

**MOTION:** By Senator Rice, seconded by Mayor Halfacre to approve the minutes of the October 19, 2020 Committee meeting as presented. The motion carried unanimously by voice vote.

**PUBLIC COMMENT:**

There were no requests submitted from individuals to speak with the Committee.

### **SCDOT PROJECT STATUS UPDATE:**

Casey Lucas, Program Manager with the SCDOT, addressed the Committee with a slide presentation updating various projects within the GPATS area, as were included in each member's packet.

- Woodruff Rd Parallel's Environmental Assessment (EA) document was signed by the Federal Highway Administration (FHWA) in April 2020, and the decision document was signed on November 5, 2020. She stated SCDOT is moving forward with a preferred alternative, shown at the public hearing. She advised SCDOT is negotiating phase II of the contract with the design consultant for the right-of-way and construction plans.
- S-272 West Georgia Rd corridor surveys and traffic studies have been completed. She advised the preliminary plan submittal would occur the beginning of March 2021. SCDOT will complete a Design Field Review (DFR) and expects the right-of-way acquisition to occur in October 2021.
- S-107 Butler Rd, SCDOT held many meetings with both the City of Mauldin and the general public from October through February. She stated a public involvement phase occurred January 5<sup>th</sup> through February 5<sup>th</sup>, 2021, allowing anyone to leave comments. There was an in-person meeting held in Mauldin on January 14<sup>th</sup>. On February 5<sup>th</sup>, meetings were set up with two churches regarding comments SCDOT received from them in order to see if these concerns could be resolved in the revised design. She stated SCDOT plans to meet with Bike Walk Greenville regarding helpful information SCDOT received from them. She reviewed statistics from the public involvement meeting:
  - 5504 public meeting website page views
  - 107 in-person attendees on January 14, 2021
  - 173 written or verbal comments received
- Riverside Middle School Sidewalk is a Transportation Alternative (TA) Program project. She stated the planning and design are complete; however, there is a funding shortfall. SCDOT is working on a path forward with Brennan Groel, the TA Program Office, and Anderson County School District Office. She advised this project cannot be let for construction.
- Fountain Inn Woodside Connector met the January 2021 right-of-way obligation and is now in the right-of-way phase.
- S-164 Batesville Rd Widening's new bridge over Rocky Creek is near completion. She advised the drainage and widening are continuing, and the Anderson Ridge realignment is underway.
- SC-146 Woodruff Rd Widening's sidewalk, curb and gutter, and intermediate are in place from Pawleys Drive to Sunnydale Drive. She advised traffic was shifted to access the south side of SC-146 to install the remaining storm drainage.
- Roper Mtn Rd and Roper Mtn Rd Ext are within the large utility window. She advised Duke, ReWa, and Metro Sewer are onsite relocating their facilities.
- SC-153 Intersection Improvements Project includes two intersections. She advised the asphalt base and intermediate have been placed on Old Pendleton Rd, and they are waiting for warmer temperatures to place the surface course.

The north leg base and intermediate have been placed on River Road. She stated storm drainage and catch basins have been installed for both intersections.

Ms. Lucas stated the following projects have been completed and will be removed from future status reports and replaced with new projects as they arrive.

- SC-153 Extension
- S-164 Gibbs Shoals Rd over Enoree River
- S-75 Mt. Lebanon Church Rd Bridges
- Ragsdale Rd Sidewalk

Ms. Lucas made herself available for any questions.

Mr. Kirven thanked Ms. Lucas for her concise status reports and for showing the progress on projects.

**GPATS PERFORMANCE MEASURES UPDATE:**

Brennan Groel addressed the Committee with an amendment to the GPATS Horizon2040 Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) as were included in their agenda packets. She advised the Federal Transit Authority (FTA) requested GPATS include Greenlink (GTA) and Clemson Area Transit's (CAT) Transit Safety data. She reviewed the data placed in the LRTP and TIP documents with the Committee as follows:

- Mode of Transit Service
  - Fixed Route
  - Demand Response / Paratransit
- Fatalities
- Fatality Rate
- Severe Injuries
- Severe Injury Rate
- Safety Events
- Safety Event Rate
- System Reliability

Ms. Groel stated disclaimers in each document were added to explain how the rates and reliability were calculated. She advised GPATS is not required to set the Transit Safety Targets only to adopt these targets.

Ms. Groel made herself available for any questions.

Mr. Kirven asked if this meets a regulatory requirement.

Ms. Groel replied this was correct. She advised this is acknowledging the existence of each transit agency's safety plan.

**MOTION:** By Representative Burns, seconded by Mayor Womack to approve the adopted Transit Safety Targets for an amendment to the Long-Range Transportation Plan (LRTP) document. The motion carried unanimously by voice vote.

**MOTION:** By Mayor Petersen, seconded by Mayor McLeer to approve the adopted Transit Safety Targets for an amendment to the Transportation Improvement Program (TIP) document. The motion carried unanimously by voice vote.

**FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 APPLICATIONS:**

Asangwua Ikein addressed the Committee stating one Federal Transit Administration (FTA) Section 5310 application was received and qualified from Senior Solutions. The Transit Coordinating Committee (TCC) evaluated the application and gave it a score of 77.3 out of 100. The following funds for the project are:

- Local Match: \$127,504
- Federal Match: \$253,115
- Total Application: \$380,619

Mr. Ikein stated the funding was placed in the Transportation Improvement Program (TIP) for the Committee's approval in the following action item.

Mr. Ikein made himself available for any questions.

Mr. Kirven asked to confirm if this was the only application received. He inquired if there were any remaining funds and could additional applications be submitted for the remaining funds.

Mr. Ikein stated Senior Solution was the only application received. He stated an estimated amount of over \$700 thousand in funding remains, and applications would continue to be accepted and evaluated. He stated the oversight comes with the federal regulations; the applicants find this overwhelming when applying for these funds.

Another question was asked for further explanation of the FTA Section 5310.

Mr. Ikein responded these funds are used for the elderly or disabled and even low-income individuals who are needing transportation services. He advised Senior Solutions provides services for the elderly or disabled within the GPATS region, with only a small portion of their service outside of the GPATS area. He stated a past applicant Turning Point of SC, provides services to those with addiction issues; under federal regulations, addiction issues are considered a disability.

A question was asked what Senior Solutions will be using the \$380,000 funds for and if it is for capital or operational costs.

Mr. Ikein replied the funding would be used for both capital and operational expenses to assist transportation of the elderly and disabled individuals. He stated Senior Solutions' application indicated fifty percent of the funding applied for would be spent on capital expenditures for a Mobility Manager and remaining funds towards operational costs for salary and gas.

Mr. Kirven asked if Senior Solutions operates throughout the GPATS area or just parts of it.

Mr. Ikein replied Senior Solutions operates throughout the GPATS area and beyond. He stated he monitors and maps out the locations of individuals being serviced and their destinations to determine if these services are significantly within the GPATS area.

**MOTION:** By Senator Allen, seconded by Senator Cash to approve Senior Solutions' Federal Transit Administration (FTA) 5310 application. The motion carried unanimously by voice vote.

### **GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY2021 – 2026**

#### **AMENDMENT AC #3:**

Keith Brockington addressed the Committee on the Transportation Improvement Program (TIP) Amendment AC #3, included in their agenda packets. He stated this amendment contains several SCDOT requested updates and transit additions. These changes are:

- Insertion of FY2020 End-of-Year Balance of \$14,890,000 from SCDOT's Annual Obligations Report
- Additional Bridge Replacement Program Entities
  - S-4-75 at US-29
  - S-39-267 at 12 Mile Creek
  - S-23-125 at Saluda River
- S-23-384 at Brushy Creek funding is being removed from the bulk list of Bridge Replacement Projects funding
- Moving of I-85 Widening Project funding to FY2026 with remaining cost in FY2027 and beyond the TIP window. He stated after consulting with SCDOT regarding concerns from last Policy Committee meeting about this funding moving entirely out of the TIP, funding was placed back into the TIP to continue showing the project and its allocation as a priority.
- Addition of FY2021 FTA Sections 5307, 5310, and 5339 funding:
  - Greenlink Transit Authority (GTA) receiving in Sections:
    - ◆ (5307) \$2,294 million
    - ◆ (5339) \$254 thousand – for bus replacement and facilities

- Clemson Area Transit (CAT) receiving in Sections:
  - ◆ (5307) \$1,190 million
  - ◆ (5339) \$122 thousand – for bus replacement and facilities
- Mauldin-Simpsonville Urbanized Area managed by GTA receiving in Sections:
  - ◆ (5307) \$1,931 million
- Addition of \$235 thousand federal share amount previously approved for Senior Solutions' FTA 5310 application
- Addition of \$69 thousand from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) 5310 Funding for applications. Applications are not available and are being prepared. He advised the requirements would be similar to the 5310 funding previously described by Mr. Ikein.
- Removal of expired or withdrawn Transportation Alternative (TA) Program projects. He advised the removed TA projects' funding will fund existing projects before a new Call for Projects would be made.
  - City of Simpsonville Swamp Rabbit Trail
  - City of Pickens Downtown Doodle Connector Trail

Mr. Brockington made himself available for any questions.

Mayor Merritt inquired as to the details surrounding the Non-Guideshare project S-23-384 at Brushy Creek.

Mr. Brockington replied the S-23-384 at Brushy Creek project was removed from the SCDOT bridge replacement package of \$4,537 million. He stated there was no change in funding, and it was only removed from the lump sum bridge replacement program and placed in the TIP as a separate line item.

Mr. Kirven asked would criteria or requirements for the CRRSSAA applications be sent to the Committee.

Mr. Brockington replied Mr. Ikein and the Transportation Coordinating Committee (TCC) are developing the application. He stated the application would be sent to the Policy Committee, Study Team, Informational Attendees, and Stakeholders to use.

**MOTION:** By Representative Smith, seconded by Mayor Merritt to approve the Transportation Improvement Program FY2021 - FY2026 Amendment AC #3, as discussed. The motion carried unanimously by voice vote.

**DRAFT 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) DOCUMENT:**

Keith Brockington addressed Committee members on the FY2022-2023 Unified Planning Work Program (UPWP) document as required by the FHWA, FTA, and SCDOT. He stated the draft UPWP is a working document available for review on the GPATS website. He advised GPATS is working together with SCDOT and Greenville County Finance Department to establish the financials. He stated when the financials come available; the draft document will be updated. The final UPWP document will be presented for Study Team’s recommendation at their April meeting ahead of the Policy Committee presentation in May for adoption.

Mr. Brockington stated, as part of the UPWP, a Call for Projects for the UPWP Element 303 Special Projects Funding has been initiated. He advised since 2007, GPATS has assisted with the completion of many local area transportation projects, which would otherwise not have been accomplished. He stated the application must be received by March 19, 2021, and is available at [gpats.org](http://gpats.org). The applying jurisdiction is responsible for a 20 percent match of funds. Projects will be programmed into the final UPWP for approval in May and receive funding when FY2022 begins in July.

Mr. Brockington made himself available for any questions.

**TRANSPORTATION ALTERNATIVES (TA) PROGRAM FISCAL YEAR 2021 – CALL FOR PROJECTS:**

Keith Brockington addressed the Committee with an update on the Transportation Alternative (TA) Program. He advised GPATS is still waiting to receive a written notice of the assumed \$656,199 TA funding allocation. He stated there would be no Call for Projects at this time, given the need for covering lapsed funds so the allocation can assist existing projects. He advised staff to resolve the matter in time for the upcoming meetings to present a project cycle.

**POLICY COMMITTEE ELECTION OF OFFICERS:**

Chairman Kirven stated every two years after the General Election; the Policy Committee elects a Chair and Vice-Chair at the calendar year's first meeting. Chairman Kirven opened the floor for nominations.

Representative Smith stated the leadership Mr. Kirven has shown in the past two years had moved the Committee forward on many issues. He suggested continuing with the current leadership with Mr. Kirven as Chair and Senator Rice as Vice-Chair.

**MOTION:** By Senator Turner, seconded by Representative Burns to accept Representative Smith’s nomination of officers Mr. Kirven as Chair and Senator Rice as Vice-Chair and to close nominations. The motion carried unanimously by voice vote.

Mr. Kirven thanked the Committee for their confidence in him and Senator Rice and their service to the constituents in their area.

Mayor Merritt asked if the Secretary/Executive Director position was to be included in the election.

Mr. Kiren advised in the GPATS by-laws this position is held by the Greenville County Planning Director or their designee. He stated the position is held by Mr. Brockington and is not an elected position.

**NEW BUSINESS:**

SCDOT Commissioner Christopher had forwarded wanted information from a discussion at the last meeting to Mr. Brockington. She requested Mr. Brockington review the information and advise the Committee at a later date. She stated she appreciates being a part of GPATS and concurs Mr. Kirven and Senator Rice are doing an excellent job.

SCDOT Commissioner Willard advised the normal state tax revenue stream is down approximately 10 percent, as reported at the last SCDOT Commissioner meeting, and would take SCDOT through this year with anticipation of late recovery of the revenue stream. He advised no halts have been placed on construction projects, and they are moving along well given the overall conditions.

Keith Brockington addressed the Committee on the 2045 Long-Range Transportation Plan (LRTP), a minor five-year update to the existing Horizon2040 LRTP. Staff will be conducting this in-house throughout this year with the assistance of the Appalachian Council of Governments (ACoG), who manages the travel model, with intentions to present the update at the October 2021 Policy Committee meeting and no later than the first meeting in 2022. He advised the LRTP update will be completed before the 2020 census expansion of GPATS occurs to comply with federal regulations.

Senator Rice spoke to the Committee regarding Hwy 183. He stated a death occurred the past weekend, bringing the fatality total to four in the past year. He stated he would like to make Hwy 183 a priority on the list. He also wanted the Committee aware the City of Easley is experiencing congestion issues. He thanked the Committee for allowing him to continue to serve as Vice-Chair.

**ADJOURNMENT**

**MOTION:**

By Mayor Womack to adjourn. Without objection Chairman Kirven adjourned the meeting at 11:29 a.m.

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Submitted by Recording Secretary

### GPATS PROJECT STATUS REPORT

 <b>PROJECT SCOPE</b>		 <b>CURRENT STATUS</b>	 <b>PAST UPDATE SUMMARY</b>	 <b>UPDATES</b>	
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	Bridge construction over Rocky Creek is complete.	Anderson Ridge intersection open in final configuration with active traffic signal. Godfrey Road closed. Drainage and widening continues.
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: 4/2022	Utility relocation has been slow, as some of the crews have also had to deal with the Covid-19 delays. Work began at Pawleys Dr. past Bennetts Bridge Rd. PNG/GWS & Metro continue to push forward with their relocation efforts, as Sloan continues behind them.	C&G completed from Pawleys to Hemingway (RT) and Sunnysdale to near Scuffletown (LT). Subgrade grading underway for base placement. Traffic will then be shifted for remainder of storm drainage installation on SC 146.
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: 11/2022	Project is in the utility window (through June 2, 2021).	Project is within the utility window until 6/2/2021. Utility relocations continue. Contractor started installing temporary retaining walls on RMR.
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; tentative limits are from the Woodruff Rd./Mall Connector Road area to the Woodruff Rd./Smith Hines Rd. area, but NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering.	In NEPA Process Current Let Date: TBD	Public Hearing launched July 7-August 7, 2020. Fixwoodruffroad.com for details on the preferred alternative.	Phase II contract negotiations are underway. PE cost increase anticipated.
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: 02/2023	Project awarded to Thrift Development Coorporation. Contract amount - \$2,107,009.91. Clearing and grubbing is completed and erosion control measures have been installed.	@ Old Pendleton has final surface placed and turned over to the final configuration. We are awaiting for loops to be installed and the final paint markings to be placed @ River Rd North Leg of River Rd paved and changed to the final configuration. The South Leg is waiting for the culvert replacement to begin per the specified time constraint in the contract. After which the south leg and SC-153 will be paved soon after.
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: 12/2022	Traffic analysis completed and best fit roadway alignment under development. Preliminary plans to begin soon.	Continuing to evaluate comments from the PIM held January 5th-February 5th.
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

GPATS TIP/ Guideshare

	 <b>PROJECT SCOPE</b>		 <b>CURRENT STATUS</b>	 <b>PAST UPDATE SUMMARY</b>	 <b>UPDATES</b>	
Interstate	I-85 Widening		Greenville County - from SC 153, Exit 40, to near SC 85, Exit 69: widen to 8 lanes.	In Planning	Expected to be a design-build project, tentative construction beginning 2025.	
	I-85/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)	
Bridge	S-75 Cherokee Rd. over US 29	0031268	Anderson County - S-75 Cherokee Road over US 29 bridge replacement	In Right of Way Current Let Date: 7/2021	ROW acquisition is 75% complete.	preparing for the July letting
	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.	Plans in preliminary design
	S-140 over Shoal Creek	P037693	S-140 (Hunts Bridge Road) over Shoal Creek Bridge Replacement (Y1 Off-System Bridges)	In ROW Current Let Date: 8/2021	SCDOT 10 Year Plan Bridge Replacement	On schedule for 8/2021 Letting
	S-250 over Doddies Creek	P037696	S-250 (Hester Store Road) over Doddies Creek Bridge Replacement (Y1 Off-System Bridges)	In ROW Current Let Date: 8/2021	SCDOT 10 Year Plan Bridge Replacement	On schedule for 8/2021 Letting
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	Securing Small Purchase Consultant	RK&K under contract to produce alternative analysis study and provide renderings for City of Greenville.	
	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: 06/2022	SCDOT 10 Year Plan Bridge Replacement .Project currently in ROW phase.	
	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: 06/2023	SCDOT 10 Year Plan Bridge Replacement	DFR held 4/19/21 and public involvement planning is underway.
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 ROW Current Let Date: 9/2021	ROW complete.	Construction plans completed &. Utility coordination ongoing with Duke to potentially avoid UT relocations.
	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 Proposed Let Date: 2/2022	Project currently in ROW phase	
	Haywood Rd Sidewalks	P038476	City of Greenville LPA - Installation of approximately 1600 LF of sidewalk along Haywood Rd beginning at I-385 bridge	In Letting Prep	Awaiting permissions from the City to move forward with geotech borings for wall design (2/20). TAP funds approved for all phases of work (PE,RW,CON). Revised FPA executed with the City of Greenville (10/19). Prebid held 3/17/21	NTP issued the City for award 4/30
	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: 11/2021	Utility agreement completed. Project let date shifted as additional TAP funding is needed. Coordination with ACSD 4 to secure funding ongoing.	
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 underway.	DFR held 5/3/21. Public involvement planning is beginning.

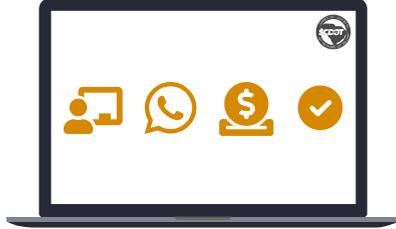
# SCDOT PROJECT UPDATES

GPATS Policy Committee Meeting  
May 17, 2021

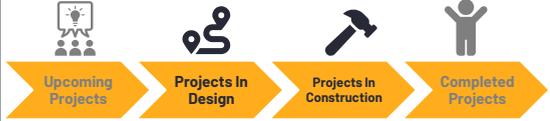


# Hello!

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



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## PROJECTS IN DESIGN

- Woodruff Road Parallel
  - ✓ EA signed by FHWA 04.07.20
  - ✓ Public Hearing Completed
  - ✓ FHWA decision document signed 11.5.20
  - In Progress:
    - Negotiating contract for ROW & construction plan development
    - ⚠ PE cost increase anticipated
- S-107 Butler Road
  - Currently continuing to review comments from the PIM



4

## 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
  - ⚠ Working through potential UT conflict with Duke
- Fountain Inn Woodside Connector
  - Design by AECOM
  - \$351K GPATS TAP Funding
  - ✓ Met 1/2021 ROW obligation



5

## SCDOT BRIDGES

- S-154 over Huff Creek
  - In preliminary design
- S-140 over Shoal Creek & S-250 over Doddies Creek
  - 8/2021 letting
- S-125 over Saluda River
  - In ROW
- S-384 over Brush Creek
  - In preliminary design



6

# 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



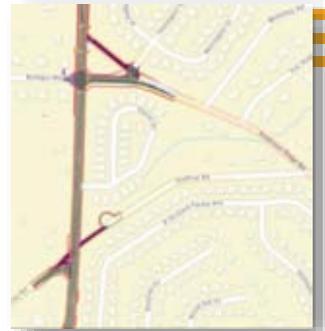
## RCE UPDATE

- Bridge over Rocky Creek completed
- Drainage & widening continue
- Anderson Ridge in final configuration with **new** traffic signal
- Godfrey Road closed



### Godfrey Road is closed

- Discussed during public involvement in 2013
- Godfrey @ Batesville crash history supported removal of skew at the intersection (including a fatality)
- Realignment would require additional signal, and would be too close to new signal at Anderson Ridge
- Traffic study to be performed by District Traffic for signal timing
  - Update: Currently running smoothly!



## SC 146 Woodruff Rd. Widening

- Awarded to Sloan Construction 4/2019
- Work began 7/2019
- Anticipated Completion 11/2021



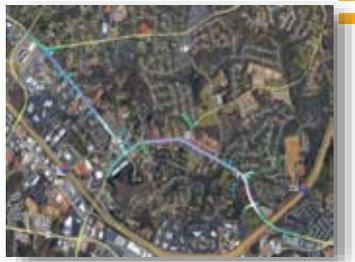
### RCE UPDATE

- Curb & gutter
  - Completed from Pawleys to Hemingway (RT)
  - Completed from Sunnydale to Scuffletown (LT)
- Subgrade grading underway
  - Base placement to follow
  - Then traffic will be shifted & remainder of storm drainage will be installed along SC 146



### Roper Mtn Rd/Roper Mtn Rd Extension

- GPATS Guideshare
- Awarded to Eagle Construction 04/2020
- Anticipated Completion 11/2022



### RCE UPDATE

- Project currently within the 9 month utility window until 6/2021
- Temporary retaining walls installation beginning



### SC 153 Intersection Improvements

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



### RCE UPDATE

- Old Pendleton Road
  - Final surface placed & turned over to final configuration.
  - Currently awaiting loop installation and the final pavement markings.
- River Road
  - North leg paved & turned over to final configuration.
  - South leg is waiting for culvert replacement to begin, then will be repaved once completed.





# Thank you!

Any questions?

You can contact me at:

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



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Attachment 3

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** GPATS Performance Measures Update

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Please find **Attachment 3.2**, 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.

Additionally, we are making an Amendment to the GPATS Horizon 2040 LRTP, **Attachment 3.3**, of GPATS Performance Measures as required by the FAST Act. And also find **Attachment 3.4**, an Amendment to the GPATS FY2020-2025 TIP Document to bridge TPMs from the LRTP into project selection and implementation.

The Performance Measure items being amended are:

- Transit Asset Management Targets
- SCDOT TAMP System Performance Report

Brennan Groel will be presenting on the changes to both documents. GPATS will be required to incorporate them into the LRTP and TIP by July 20<sup>th</sup>, 2021, in order to stay compliant with Federal Regulations.

**Both amendments have been advertised from April 26<sup>th</sup> through May 17, 2021. 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 GPATS Horizon 2040 LRTP and the Amendment to the GPATS FY2020-2025 TIP Document.**



## South Carolina Department of Transportation System Performance Report

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 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 Transportation Asset Management Plan (TAMP). SCDOT's TAMP 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 10-year performance estimates for *all* state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the TAMP 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 TAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

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). These new revenues, coupled with other Federal and State funds, 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 "Roads Bill" 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 five major goals of the Strategic Plan are:

### SCDOT Strategic Plan Goals

- Improve safety programs and outcomes in high risk areas
- Maintain and preserve its existing transportation infrastructure
- Improve program delivery to increase the efficiency and reliability of road and bridge network
- Provide a safe and productive work environment for SCDOT employees
- Earn public trust through transparency, improved communications and audit compliance

The Moving Ahead for Progress in the 21<sup>st</sup> 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 Mid-Performance Report that was submitted October 1, 2020.

### Highway Safety / PM-1

Effective April 14, 2016 the FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (NSIP). 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 2015 to 2019. 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 2013 to 2017. 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](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 began developing the state’s first Pedestrian and Bicycle Safety Action Plan in December 2020 and is expected to have a final plan before the end of 2021.

Table 1. 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	



Table 2 below provides the results of the department’s first Safety Performance Target Assessment for 2014-2018. South Carolina met 4 of the 5 safety targets. During this time period, SCDOT began implementing the state’s Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 2. 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 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**

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 shall be reported on October 1, 2022 and represent expected pavement and bridge condition at the end of calendar year 2021. The second year performance period will begin January 1, 2022 and end December 31, 2025, with additional (4) four-year performance periods to follow. The performance measures are:

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

MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets are listed in Table 3.

Table 3 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the TAMP 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 2020 Annual Report <https://www.scdot.org/performance/pdf/reports/SCDOT-AnnualReport-2020.pdf> the agency is on target with approximately 80 miles of interstate widening completed or advancing to construction. Widening projects are currently under construction on I-85, I-26 and I-20 and are expected to be completed within the remainder of the final performance period. Interchange improvement projects that are moving forward on interstates include I-85/385, I-26/526 and I-26/I-126/I-20. In addition to widening projects there are preservation and rehabilitation projects that will be under construction to make progress toward the (4) four year targets for pavement condition on the Interstate System.

The (2) two-year performance measure for the percentage of pavements on the non-interstate NHS in good condition was exceeded by 12.5%. The (2) two-year performance target for the non-interstate NHS in poor condition exceeded the target by 0.4%. The SCDOT invested \$63 million above the planned level in 2018 and \$25 million more above the planned level in 2019 to the pavement program. The investment was reflected in the condition performance measure. In 2019 94% of the funding went toward preservation and rehabilitation which have shorter construction durations and were quickly reflected in the performance data contributing to the difference in actual and target values.

To calculate the bridge targets staff analyzed historic National Bridge Inventory (NBI) data and developed a Markov chain analysis to forecast the bridges that would move from Good to Fair and Fair to Poor during the target windows. Staff also collected data from SCDOT Construction and Maintenance offices to determine targets. The SCDOT is in the process of load rating all bridges and developing a new prioritization list that will take into account deck area of bridges on the NHS. The SCDOT fell slightly below the forecasted target of 42.4% at 40% actual for statewide percentage of deck area of bridges on

the NHS classified in Good condition, and above the forecasted target of 4.0% at 4.2% actual for statewide percentage of deck area of bridges on the NHS classified in Poor condition. The difference in actual and forecasted target (2) two-year values is a short term measure that will flatten as the bridge list is finalized and additional bridge replacement and rehabilitation projects are let and construction is completed. The average bridge projects takes (3) three to (4) four years to design and get to contract; therefore, the agency expects to see improvements in the number of load restricted and structurally deficient bridges in years (4) four, (5) five and beyond. Tackling the NHS bridges in Poor condition is a top priority for the SCDOT, and the agency is committed to obtaining long term goals outlined in the Ten Year Plan and meeting performance targets.

**Table 3. SCDOT Pavement and Bridge Performance Measures**

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition		63.2%		71.0%
Percentage of Pavements on the Interstate System in Poor Condition		1.2%		3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.4%	54.3%		
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		27.4%	14.9%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	8.6%	8.4%		
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		3.9%	4.3%	1.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	6.0%

## System Performance, and Freight Movement / PM-3

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 (LOTTR). It is ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> 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 (95<sup>th</sup> percentile) by a normal travel time (50<sup>th</sup> 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 4 displays the results of the performance measures and targets for system performance. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable Traffic Message Channel (TMC) in 2019 decreased from the 2017 baseline year and from year 2018 contributing to the difference in actual and projected target (2) two-year values. In addition the effect of significant changes by construction on reliability was not observed over the conservative assumption which also contributed to the difference in values. With interstate improvement projects underway major pinch points will be improved to facilitate the movement of goods and people in our state. In the next (2) two-year target window widening projects, preservation and rehabilitation projects that are currently under construction and planned will make additional progress towards achievement of the projected target. There are consistently unreliable sections on the interstate system that are responsible for making 4.2% of South Carolina's interstates unreliable. The majority of which are located in Charleston, Greenville and Columbia. Addressing these unreliable sections and infrastructure challenges is being accomplished through the management of the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), the Statewide Multimodal Transportation Plan (SMTP), and the Transportation Asset Management Plan (TAMP).

The (2) two-year performance measure for Truck Travel Time Reliability (TTTR) at 1.33 exceeded the target of 1.36. 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 / I-77 / Clemson interchanges along with respective bottleneck points along I-20 is currently under construction
- I-77 Widening and Rehabilitation between SC-12 and I-20 / Killian Road
- I-20 / I-126 / I-20 corridor, Carolina Crossroads Project
- US-378 Interchange at Corley Mill Road and I-20
- I-526 Interstate and I-26 Interchange, Leeds Avenue Merge, Paul Cantrell Blvd.
- Woodruff Road / I-385 / I-85
- I-85 / I-385 Gateway
- I-85 from Exit 40 to Exit 69 is currently being widened

In addition to addressing the pinch points the SCDOT Commission approved the Rural Interstate Freight Corridor Project Program in October 2018. The interstate widening program specifically targets the rural sections of the State’s interstate system with a focus on freight 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.

Table 4. System Performance Measures, and Freight				
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable		91.4%		81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	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 5 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 PHED even though the (2) two-year performance target was reduced.

To develop the Non-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 is 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. Projects that were anticipated to be complete during the 2018-2019 reporting period are now expected to be completed during the next reporting period of 2020-2021. The (4) four-year targets were adjusted accordingly.

<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Condition/ Performance</b>	<b>2-Year Target</b>	<b>4-Year Target</b>	<b>4-Year Adjustment</b>
<b>Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1</b>		14.8%		34.0%	
<b>Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1</b>	21.7%	21.6%	21.0%	21.0%	
<b>Total Emission Reductions: NOx</b>	18.800	8.290	58.670	58.964	58.730
<b>Total Emission Reductions: VOC</b>	22.430	11.010	40.820	41.894	46.262

## TRANSIT ASSET MANAGEMENT (TAM)

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

### TAM within the GPATS Region

GPATS has two transit agencies within its boundaries: Greenville Transit Authority dba Greenlink and Clemson Area Transit or CATbus. Each agency has its own needs and assets. Due to this, Greenlink and CATbus have created separate TAM plans. GPATS is not required to create a TAM plan of its own, as the MPO is only the designated recipient of FTA funds and not a transit agency.

### TAM Process

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

- Rolling stock
- Equipment
- Facilities
- Infrastructure

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



Photograph provided by Clemson Area Transit

## Transit Asset Management (TAM) Targets

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



Photograph provided by Greenlink

### GREENLINK TARGETS

Category	Class	Performance Measure	2021 Target
Rolling Stock	Bus	% met or exceeded ULB	20%
	Trolley Bus	% met or exceeded ULB	0%
	Cutaway Bus	% met or exceeded ULB	75%
Equipment	SUV	% met or exceeded ULB	67%
	Van	% met or exceeded ULB	0%
	Truck	% met or exceeded ULB	0%
	Car	% met or exceeded ULB	0%
Facilities	100 W. McBee (Terminal)	% with condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% with condition rating below 3.0 on TERM Scale	0%

### CAT TARGETS

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

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

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate*	# Severe Injuries	Severe Injury Rate*	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2015 – 2019)	1005.8	1.821	2966.6	5.378	413.4
GPATS Baseline (2015 – 2019)	98.6	1.66	335.4	5.638	51.2
SC 2020 Targets	1005	1.76	2950	5.35	440

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

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	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	14	1.50	23	2.40	15,841
	Demand Response/ Paratransit	0	0.00	0	0.46	1	0.91	55,013

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

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

### *Transit Asset Management (TAM)*

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

Greenlink 2021 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	20%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	0%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	75%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	65%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	0%
	Car	% of vehicles that have met or exceeded their ULB	0%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	0%

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

### *Infrastructure Condition*

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

Pavement condition was calculated by comparing road segments to multiple different thresholds, including the International Roughness Index (IRI), percent cracking, percent rutting, and percent faulting on a scale of good to poor. If all metrics rated “good,” the segment was considered in good condition. If two or more metrics rated “poor,” the segment was considered in poor



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Attachment 4

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** GPATS Transportation Improvement Program Amendment AC #4

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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 #4.

The following changes are being made to the TIP:

- Addition of \$3,561,147.00 funding from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), allocated to GPATS by SCDOT out of Statewide funding. Requested to be placed to Debt Service and then to single phase of work as soon as possible.
  - \$420,000 to offset FY2022 Debt Service Payment
  - \$420,000 to offset FY2023 Debt Service Payment
  - \$2,721,147 towards Woodruff Road Congestion Relief ROW phase, per discussion with SCDOT.
- Addition of FY2021 State Mass Transit Funding
  - \$510,995.00
    - Greenville Transit Authority
      - \$216,482.37 – Greenville UZA split
      - \$182,238.00 – Mauldin-Simpsonville UZA
    - Clemson Area Transit
      - \$112,274.63 – Greenville UZA split

**The TIP has been advertised from April 26<sup>th</sup> through May 17, 2021. The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee will be asked to approve the GPATS 2021-2026 Transportation Improvement Program, Amendment AC #4, 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 #4 DRAFT**

**TIP Approved 05/18/2020 | AC #3 Approved 2/22/2021**

**TIP**

(COST IN THOUSANDS)

		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TIP COST (2021-2026)
GUIDESHARE ALLOCATION		\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$108,468
DEBT SERVICE		(\$2,402)	(\$2,407)	(\$420)	(\$420)	\$0	\$0	\$0	(\$3,246)
SCDOT SIGNAL RETIMING		(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	(\$900)		(\$2,250)
ALLOCATION AVAILABLE FOR PROJECTS		\$15,526	\$15,521	\$17,928	\$17,928	\$17,178	\$17,178	\$18,078	\$103,811
CARRYOVER AVAILABLE FROM PREVIOUS FY		\$20,293	\$14,890	\$ 19,302	\$ 26,030	\$ 28,008	\$ 22,036	\$25,259	
GUIDESHARE SUBTOTALS		\$ (24,850)	\$ (11,109)	\$ (11,200)	\$ (15,950)	\$ (23,150)	\$ (13,955)	\$ (10,300)	(\$85,664)
SCDOT GUIDESHARE ADVANCEMENT									
GUIDESHARE PAYBACK									
BALANCE	20,293	14,890	19,302	26,030	28,008	22,036	25,259	33,037	33,037

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 of FY2023 - FY2025 right-of-way cost

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED

REMOVALS IN NEXT HIGHLIGHTED

**FY21-26 GUIDESHARE SUMMARY**

REVENUES	ALLOCATION	\$108,468
	CARRYOVER	\$20,293
EXPENDITURES	PROJECTS	(\$85,664)
	DEBT	(\$3,246)
	OTHER	(\$2,250)
BALANCE		\$33,037

*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	\$420	\$420							STBGP CRRSAA

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

37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS	1,548											STBGP
37728RD02		ALEX RD	2,043										Fully Obligated	
37728RD03		JIM HUNT RD	130 P		109 R	2,000 C								
37686RD01	17	BATESVILLE ROAD (S-164)	1,650 P											STBGP
		SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	2,200 R 6,500 C 1,750 C	6,500 C										
39309RD02	27	SC 153 EXTENSION	4,500 P											STBGP
		US 123 TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	2,078 R 24,000 C										Fully Obligated	
39660RD01	5	WOODRUFF ROAD (SC-146)	750 P											STBGP
		IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	1,500 R 4,500 C	5,000 C										
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) ****	1,550 P									\$5,500		STBGP
		PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,200 R	4,300 C	5,500 C									

**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			
<b>Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.</b>													
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			\$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	\$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 2,721 R *****28,350 R-AC	9,450 R	9,450 R	9,450 R-ACC		\$37,100	\$76,000	STBGP CRRSAA
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 ROPER MOUNTAIN ROAD (SCOPE TBD)				300 PL					\$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
<b>Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>													
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STBGP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STBGP
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				
<b>Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>														
		Mauldin Golden Strip Gateway				150 PL			TBD	TBD		\$150		STBGP
		Clemson-Central Green Crescent Connector				150 PL			TBD	TBD		\$150		STBGP
		Augusta Street Area Bike Network				200 PL			TBD	TBD		\$200		STBGP
		City of Eastley 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		
<b>Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>														
		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		
<b>Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>														
P028935		US 123, Easley	122											STBGP
P028961		Pelham Road, Greenville	122											STBGP
		US 276 (Cherrydale), Greenville/Greenville County				80								STBGP
P029726		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	900	900			\$2,250		
		Signal Retiming Balance	546	696	556	706	856	1756	2656	2656			2656 UNDER BUDGET	
<b>GUIDESHARE SUBTOTALS</b>			<b>\$ 76,227</b>	<b>\$ 24,850</b>	<b>\$ 11,109</b>	<b>\$ 11,200</b>	<b>\$ 15,950</b>	<b>\$ 23,150</b>	<b>\$ 13,955</b>	<b>\$ 10,300</b>	<b>\$ 85,664</b>			

**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										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						\$478		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
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		2,460 P,C										BRIDGE REHAB
0031268	BRIDGE S-4-75 AT US-29 - ANDERSON		REPLACEMENT			15,000 C					\$15,000		BRIDGE REPLACE
P027023	BRIDGE S-39-267 AT 12 MILE CREEK - PKNS		REPLACEMENT										BRIDGE REPLACE
0027178	BRIDGE S-23-164 AT ENOREE RIVER - GRVL		REPLACEMENT										BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT TYGER RIVER - SPBG		REPLACEMENT										BRIDGE REPLACE
P029127	BRIDGE S-42-75 AT RESIN CREEK - SPBG		REPLACEMENT										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										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		50 R	3,236 C				\$50		BRIDGE REPLACE	
P028355	BRIDGE S-23-272 AT REEDY - GRVL	REPLACEMENT	6,250 P,R,C									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	
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				\$50		SAFETY	
P037190	US-25 Corridor (I-85 to S-23-782)		300 P		50 R	1,300 C				\$1,350		SAFETY	
P039376	Intersection Improvement S-83 (Old Grove Rd) / L-27 (Bracken Rd)		200 P		100 R	2,000 C				\$2,100		SAFETY	
P309380	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			50 R	1,500 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	
									714,500 AC	\$714,500			
P027223	I-385 REHAB FROM MM 36.69-42.1		30,000 P,C								\$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										
<b>EXEMPT SUBTOTAL</b>			<b>\$500,211</b>	<b>\$4,498</b>	<b>\$25,504</b>	<b>\$9,468</b>	<b>\$14,956</b>	<b>\$6,536</b>		<b>\$724,530</b>	<b>\$780,994</b>	<b>\$706,820</b>	

\* - 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*	TIP (Extrapolated)								FUNDING
					Current FY FY 2018	FY 2019	FY 2020	FY 2021	FY 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	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	2,323	2,323	2,323	
	Capital	442	424	866	461	42		341	597	597	597	597	
	Operating	100	461	561	509	1,580	627	609	1,150	1,150	1,150	1,150	
	Enhancements/Improvements		0	0									
	ADA	193	219	412	242			229	96	96	96	96	
	Planning Administration		0	0		232	231						
	Preventative Maintenance	1,200	1,088	2,288	1,212	468	1,456	1,114	480	480	480	480	
	Clemson Area Transit	952	895	1,847	888	1,032	1,117	1,190	1,032	1,032	1,032	1,032	
	Capital			0									
	Operating	660	586	1,246	395	613	380	476	613	613	613	613	
	Enhancements/Improvements			0									
	ADA		1	1									
	Planning Administration/Security	10	10	19	9	10	11	12	10	10	10	10	
	Preventative Maintenance	283	229	512	483	409	726	702	409	409	409	409	
	GREENVILLE URBANIZED AREA (PL)	100	100	100	160	160	160	160	160				FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,709	875	2,584	1,462	1,614	1,647	1,931	875	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	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					235							
	-- Turning Point of SC												
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	528	277	805	11,398	364	380	356	277	277			FTA SECTION 5339
	-- GTA Capital Purchase	354	197	551	291	252	256	234	197	197			
	-- CAT Capital Purchase	174	80	254	107	112	123	122	80	80			
	-- CAT Low/No Grant	3,905		3,905									5339(c)
	-- GTA Low/No Grant		1,450	1,450			5,277						5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT				11,000								5339(b)
	STATE MASS TRANSIT FUNDING	441	369	810	546	505	405	511	342	342			SMTF
	-- GTA SMTF	296	262	558	447	400	316	399	243	243			
	-- CAT SMTF	145	107	252	99	105	89	112	99	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									SMTF
		413	500	913									SMTF
	CARES ACT						14,382						FEDERAL CARES ACT
	-- GTA												
	Greenville UZA						6,552						
	Mauldin-Simpsonville UZA						4,669						
	-- CAT												
	Greenville UZA						3,161						
	Coronavirus Response and Relief Supplemental Appropriations ACT							70					CRRSAA-5310
	GREENLINK - HUMAN TRAFFICKING GRANT					21							FTA
	CA41/SCDDSN - Mobility for All Grant						326						FTA
	<b>FTA SUBTOTAL</b>	<b>15,191</b>	<b>11,446</b>	<b>26,637</b>	<b>\$17,226</b>	<b>\$6,404</b>	<b>\$ 26,411</b>	<b>\$ 6,918</b>	<b>\$ 5,364</b>	<b>\$ 5,204</b>	<b>\$ 3,354</b>	<b>\$ 3,354</b>	

\* 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.

**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				FY 2026
P028261	2013	4	Anderson School District One Ragsdale Road Sidewalks	200									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	
<b>*Funding has not been verified</b>														
<b>TA OBLIGATION</b>				<b>(4,909)</b>	<b>0</b>	<b>0</b>								
<b>ANNUAL TA ALLOCATION</b>					656	656	656	656	656	656	656	3,937		
<b>FUNDING ADVANCEMENT</b>				<b>1,244</b>	622	622	622							
<b>ADVANCEMENT REPAYMENT</b>					622 (13)	622 (13)	622 (14)	622 (15)	622 (16)	622 (17)	622 (18)			
<b>BALANCE</b>				<b>(3,665)</b>	(3,009)	(2,353)	(1,696)	(1,662)	(1,628)	(1,594)	(1,560)			
<b>TA TOTAL</b>					<b>0</b>									
<b>FY 2021-2026 TIP GRAND TOTAL</b>					<b>\$55,759</b>	<b>\$43,532</b>	<b>\$26,032</b>	<b>\$36,110</b>	<b>\$33,041</b>	<b>\$17,309</b>	<b>\$734,830</b>	<b>\$890,854</b>		

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



Greenville County Planning Department

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Attachment 5

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** UPWP Special Projects Applications

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Staff received four applications for Unified Planning Work Program Special Studies.

Please find **Attachment 5.2**, the ranking sheet and funding scenario Staff has developed, and **Attachment 5.3**, the criteria used for ranking.

Individual applications can be made available upon request but were too large to include with the agenda packet. Please let Staff know if you wish to see them.

Brennan Groel will be presenting on the applications submitted to GPATS Staff and selected for funding. The Study Team has recommended approval of three studies to use the GPATS PL fund carryover:

- City of Greenville, Downtown Transportation Master Plan – Phase II
  - \$40,000
- City of Easley, Corridor and Intersection Study
  - \$150,000
- Anderson County, SC-81 Corridor Study
  - \$100,000

**The Study Team has reviewed this item and recommends Approval by Consensus Without Objection. The Policy Committee is requested to Approve a list of projects for funding, and to include the projects in the FY2022 year of the DRAFT FY2022-2023 Unified Planning Work Program**

Required Planning Factor (1-5 for each)	Municipality/Project			
	Anderson County SC 81 Corridor Study	Anderson County SC 86 Corridor Study	City of Easley Corridor and Intersection Study	City of Greenville Downtown Transportation Master Plan - Phase II
Support the economic vitality of the Urbanized Area	2	3	4	4
Increase safety for motorized and non-motorized users	4	4	4	5
Increase security of the transportation system	3	3	3	3
Increase accessibility and mobility options for people and freight	3	3	2	5
Protect and enhance the environment, promote energy conservation, and improve quality of life	2	2	2	2
Enhance integration and connectivity of the transportation system, across modes, for people and freight	3	3	4	4
Promote efficient system management and operation	5	5	5	5
Emphasize preservation of the existing transportation system	4	4	4	4
Total (out of 40 possible points)	26	27	28	32
Funding Request:	\$100,000	\$200,000	\$150,000	\$40,000

Potential Funding Scenario	
Municipality	Funding Requested
Greenville	\$40,000
Easley	\$150,000
SC 81 Corridor Study	\$100,000
<b>Total</b>	<b>\$290,000</b>

<b>PL FY 2020 Carryover Available:</b>	<b>\$322,930</b>
--	------------------

## GPATS UPWP Special Studies Ranking Criteria

### Support the Economic Vitality of the UZA

- 5 – UZA-wide impacts
- 4 – Major CBD or regional commercial/industrial park impacts
- 3 – Minor commercial/industrial area impacts
- 2 – Residential or ancillary impacts
- 1 – No impact, or negative impact

### Increase Safety for Motorized and Non-Motorized

- 5 – Specifically calls for safety for all users
- 4 – Primarily for one type of user, others ancillary
- 3 – Safety not considered, ancillary impacts
- 2 – No safety impact
- 1 – Negative safety impact

### Increase Security of Transportation System (Law Enforcement, CPTED, etc.)

- 5 – Focus on security
- 4 – Enhances security
- 3 – Supports improvements to security
- 2 – No support for security
- 1 – Negative security impact

### Increase Accessibility and Mobility Options for People and Freight

- 5 – Multimodal project focus
- 4 – Primarily services one mode, others accommodated
- 3 – Focus on single mode, others ancillary
- 2 – No multimodal benefit
- 1 – Negative impact to other modes

### Protect and Enhance Environment, Energy Conservation, QoL

- 5 – Directly studies systems for Enviro/QoL
- 4 – Innovations/changes to existing systems to improve Enviro/QoL
- 3 – Addresses systems that impact Enviro/QoL
- 2 – No impact to Enviro/QoL
- 1 – Negative impact to Enviro/QoL

### Enhance Integration and Connectivity

- 5 – Directly studies systems for I/C
- 4 – Promotes systems that could lead to better I/C
- 3 – I/C not considered or unknown, ancillary impacts
- 2 – No impact to I/C
- 1 – Negative impact to I/C

Promote Efficient System Management and Operation

5 – Directly studies systems for M/O

4 – Promotes systems that could lead to better M/O

3 – M/O not considered or unknown, ancillary impacts

2 – No impact to M/O

1 – Negative impact to M/O

Emphasize Preservation of Existing Transportation System

5 – Directly studies Preservation

4 – Promotes systems that could lead to better Preservation

3 – Preservation not considered or unknown, ancillary impacts

2 – No impact on Existing Systems

1 – Negative impact to Existing Systems.



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Attachment 6

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** GPATS FY2022-2023 Unified Planning Work Program

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Attached please find **Attachment 6.2** the Financial Statements for the biennial FY 2022-2023 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](http://www.gpats.org). Full copies may be requested, and will also be made available at the Policy Committee Meeting.

FY2022 will also include the Special Studies as approved by the Policy Committee in the prior agenda item.

FY 2023 is currently “illustrative,” in that we are projecting expected costs and carryovers from FY 2022. In May of 2022, GPATS will be ratifying the FY 2023 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 2022-2023 Unified Planning Work Program, which shall provide funding, staffing, and programs for GPATS in the coming two Fiscal Years.**

## APPENDIX A

## GPATS FY 2022 UPWP Funding Summary

Planning Activities	Local	FHWA PL and FTA 5303	Total
Element 101 Study Coordination	12,071	48,415	60,486
Element 102 Unified Planning Work Program	12,500	50,000	62,500
Element 103 Staff Education	17,500	70,000	87,500
Element 104 Computer System and Equipment	16,250	65,000	81,250
Element 201 Public Involvement Program	15,000	60,000	75,000
Element 301 Systems Performance and Safety Planning	10,000	40,000	50,000
Element 302 Short Range Planning	10,000	40,000	50,000
Element 303 Multi-modal Coordination	40,000 (1)	160,000	200,000
Element 401 Transportation Improvement Program	20,000	80,000	100,000
Element 402 Long Range Planning	20,000	80,000	100,000
<b>TOTALS</b>	<b>173,321</b>	<b>693,415</b>	<b>866,736</b>

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 (3)	400,000	9,534
City of Greenville Downtown Master Plan – Phase II	10,000	40,000	50,000	40,000
City of Easley Corridor and Intersection Study	67,600	150,000	217,600	150,000
Anderson County SC-Hwy 81 Corridor Study	25,000	100,000	125,000	100,000
Total for PL Carryover-funded projects	410,663	422,252	832,915	331,786

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

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 2018, or Prior; (3) Allocation was included in FY 2019.

## APPENDIX A

## GPATS FY 2023 UPWP Funding Summary

(DRAFT – To be Ratified Based on Financials at the end of FY2022)

Planning Activities	Local	FHWA PL and FTA 5303	Total
Element 101 Study Coordination	12,071	48,415	60,486
Element 102 Unified Planning Work Program	12,500	50,000	62,500
Element 103 Staff Education	17,500	70,000	87,500
Element 104 Computer System and Equipment	16,250	65,000	81,250
Element 201 Public Involvement Program	15,000	60,000	75,000
Element 301 Systems Performance and Safety Planning	10,000	40,000	50,000
Element 302 Short Range Planning	10,000	40,000	50,000
Element 303 Multi-modal Coordination	40,000 (1)	160,000	200,000
Element 401 Transportation Improvement Program	20,000	80,000	100,000
Element 402 Long Range Planning	20,000	80,000	100,000
<b>TOTALS</b>	<b>173,321</b>	<b>693,415</b>	<b>866,736</b>

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 (3)	21,565	17,252
ACOG Regional Freight Study	300,000	100,000 (3)	400,000	9,534
Total for PL Carryover-funded projects	308,063	132,252	440,315	TBD

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

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 of Clemson (\$20,000); (2) Allocation was included in FY 2018, or Prior; (3) Allocation was included in FY 2019.



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Attachment 7

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** Transportation Alternatives Program, FY 2021 Cycle Update

---

GPATS was allocated \$656,199 for FY 2021, the same amount allocated in previous fiscal years. Due to Transportation Alternatives (TA) projects in need of funding after unexpected lapses, TA monies will be kept and provided to existing TA projects as needed, up to their awarded amount, to ensure completion. Due to discrepancies between GPATS records and reports received from the SCDOT TA Office, GPATS will be deferring any call for applications until information is reconciled. Please see **Attachment 6.2** to see a summary of the financial status reports GPATS received from SCDOT in 2020 and 2021. A call for projects may be issued at a later date if there is funding remaining.

Brennan will be presenting on the subject to provide further detail and will be available to answer any questions.

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

# GPATS Status of Projects 2020

Applicant	Project Name	Status	Federal Funds Requested	Federal Funds Obligated	Unobligated Balance
Anderson County School District 1	Ragsdale Road Sidewalk Improvements	Active	\$520,000	\$520,000	\$0
City of Easley	Brushy Creek Greenway Phase 1	Active	\$534,000	\$339,652.23	\$194,347.77
City of Simpsonville	Swamp Rabbit Trail Shared Use Path	Cancelled			
Anderson County School District 4	Riverside Middle School Pedestrian Improvements	Active	\$250,000	\$68,000	\$182,000
City of Pickens	Downtown Doodle Connector	Cancelled			
City of Fountain Inn	Woodside Park Connector	Active	\$351,480	\$196,000	\$155,480
Town of Central	Southern Wesleyan University to Downtown Central Bike/Pedestrian Connector	Active	\$643,000	\$0	\$643,000
<b><u>Totals</u></b>			<b>\$2,298,480</b>	<b>\$1,123,652.23</b>	<b>\$1,174, 827.77</b>

Available TA Balance (including FY 2020): \$939,973.64  
 Unobligated Balance:           \$1,174,827.77  
 Amount still needed:           -\$234,854.15

# GPATS Status of Projects 2021

Applicant	Project Name	Status	Federal Funds Awarded	Federal Funds Obligated	Unobligated Balance
Anderson County School District 1	Ragsdale Road Sidewalk Improvements	Complete	\$520,000	\$508,660	\$11,339.80
City of Easley	Brushy Creek Greenway Phase 1	Active	\$534,000	\$339,652.23	\$194,347.77
Greenville County	Poinsett Corridor	Complete	\$1,245,000	\$1,245,000	\$0
City of Fountain Inn	Woodside Streetscape Project (Transportation Enhancement Project)	Active	\$180,000	\$109,243.56	\$70,756.44
Anderson County School District 4	Riverside Middle School Pedestrian Improvements	Active	\$250,000	\$68,000	\$182,000
Town of Williamston	Minor Street Sidewalks	Complete	\$200,000	\$214,033.28	\$0
City of Greenville	Woodruff Road Sidewalks	Complete	\$360,976	\$360,976	\$0
City of Fountain Inn	Woodside Park Connector	Active	\$351,480	\$209,680	\$141,800
City of Greenville	Haywood Road Sidewalks	Active	\$400,000	\$440,155.68	\$0
Town of Central	Southern Wesleyan University to Downtown Central Bike/Pedestrian Connector	Active	\$643,000	\$0	\$643,000
<b>Totals</b>			<b>\$4,684,456.00</b>	<b>\$3,495,400.95</b>	<b>\$1,189,055.05</b>

Available TA Balance (including FY 2021): \$1,106,043.48  
 Unobligated Balance: — \$1,189,055.05  
 Amount still needed: -\$83,011.57



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Attachment 8

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** May 17, 2021

**SUBJECT:** Census Urbanized Area Designation Schedule

---

Information regarding the 2020 Census Urbanized Area Designation Schedule has been provided by SCDOT in **Attachment 8.2**. Please note these dates are estimates only. GPATS, SCDOT, FHWA and other regional partners will be coordinating over the next year to determine the impacts of the UZA changes.

Currently the Census Bureau has published their proposed criteria and changes in the Federal Register, which can be found here:

<https://www.federalregister.gov/documents/2021/02/19/2021-03412/urban-areas-for-the-2020-census-proposed-criteria>

**This item is being provided for informational purposes only, and no recommendation is needed from the Study Team at this time.**

## Census Urban Areas and MPO/TMA Designation Estimated Schedule of Activities

Date	Activity
February 19, 2021	The United States Census Bureau published a Federal Register notice with proposed criteria for defining urban areas based on the results of the 2020 Decennial Census.
Summer 2021	The Census Bureau will review the comments received on the proposed criteria published on the Federal Register.
Fall/Winter 2021	The Census Bureau will publish a Federal Register notice with the final criteria for defining urban areas based on the results of the 2020 Decennial Census.
Spring/Summer 2022	The Census Bureau will publish a Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census and release TIGER/Line geographic shape files on their website.
Spring/Summer 2022	HEPGIS will provide urban area boundaries, including the ability to download shape files.
Fall 2022	USDOT (FHWA and FTA) will publish a Federal Register notice designating Transportation Management Areas (TMAs) for urban areas with populations of 200,000 or more, as determined by the Census Bureau and the 2020 Decennial Census.
Before Oct 2022	States house revisit their intra-State distribution formulas for metropolitan planning (PL) funds allocations to MPOs to ensure that the new Census 2020 population figures are being used and that any new MPOs are part of the calculation.
Before next regularly-scheduled metropolitan transportation plan update, after October 1, 2022, or within 4 years of the designation of the new urban area boundary, whichever comes first	Existing MPOs must expand their Metropolitan Planning Areas (MPAs) to include all territory in urban areas with populations of 50,000 or more, as determined by the Census Bureau and the results of the 2020 Decennial Census (if necessary).
Spring/Summer 2023 (1 year after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs must be designated by Governor(s) to represent all new urban areas with populations of 50,000 or more, as determined by the Census Bureau and the results of the 2020 Decennial Census.
Spring 2024	New TMAs must have a Congestion Management Process (CMP).
April 15 and June 15, 2024 (date of 2024 HPMS data submission to FHWA)	Any adjustments to urban area boundaries must be approved by the Governor(s) and FHWA Division Office(s). FHWA will consider all urban area boundaries final as of June 1, 2024 and will use the original 2020 Census boundaries for all urban areas that have not been adjusted. The 2024 HPMS data submission must conform to the approved urban area boundary as of April 15 and June 15, 2024.
Spring/Summer 2026(4 years after the Census Bureau publishes the urban areas based on the results of the 2020 Decennial Census)	New MPOs must have a formally adopted Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).