

AGENDA
GPATS STUDY TEAM

Monday, September 16, 2024





10:00 a.m. – Greenville County Offices, Council Chambers

The Meeting will be held on Zoom and open for on-site participation by Members in Greenville County Square, 301 University Ridge, Greenville – Council Chambers
Citizens and other interested parties may attend in person or live-stream the meeting at the appointed time, at the following web address:





<https://www.greenvillecounty.org/livestreamplanning.aspx>

1. Call to Order/Welcome and Introductions
2. GPATS Project Status Update – Trey Brown
3. Transportation Performance Measures, LRTP and TIP Amendments – Anna Stewart
 - Safety Targets
 - Transit Asset Management Targets
4. Transportation Alternatives Document Update – Anna Stewart
5. Transportation Improvement Program Amendment AC#3 – Keith Brockington
6. GPATS 2024 Meeting Schedule – Keith Brockington
7. Congestion Management Process (CMP) Adoption – Kimley-Horn
8. Old Business
9. New Business
 - GPATS in January/February
 - Horizon 2050 LRTP
 - GPATS Policy Committee Changes in 2025
10. Adjourn





GPATS PROJECT STATUS REPORT

 PROJECT SCOPE			 STATUS	 PAST SUMMARY	 UPDATES	
Guideshare	Roper Mountain Rd.	0041471	Greenville County - Improvements between RMR Ext. and I-85; widen to 5 lanes with curb & gutter, sidewalk, & bike lanes from near RMR Ext. to Blacks Drive, and to 3 lanes for the remainder. Design by HDR.	In Construction Est. Completion: 10/2024	Project Let 4/2020. Awarded to Eagle Construction, contract amount \$17.1M. All known utility conflicts have been resolved.	Both projects complete; Excepting paint, 2 signalized intersections, and the intersection of Roper Mountain Road and Ponders Ray (Delayed due to utility impacts). Completion date depends on utility delays.
	Roper Mountain Rd. Extension	0041472	Greenville County - Improvements between Pelham Road and Roper Mountain Rd.; 3 lanes with curb & gutter, sidewalk, & bike lanes. Design by HDR.			
	Woodruff Road Congestion Relief	P028743	The purpose is to reduce congestion on Woodruff Road, from Verdea Blvd. to Smith Hines Rd. NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering (ICE).	In ROW Current Let Date: TBD	Fixwoodruffroad.com Public Hearing launched July 7-August 7, 2020. EA completed 4/2020, and FHWA Decision Document received 12/2020. Phase II contract with ICE executed 6/2021. In ROW 5/2023.	ROW acquisition is underway.
	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 ROW Current Let Date: 4/2025	Buildingabetterbutler.com PIM held 1/14/2021. Additional coordination with City of Mauldin & 2nd PIM held 11/18/2021. ROW and CON funds increased (+20.4M) 2/27/2023 PC. In ROW 4/2023.	ROW acquisition is underway.
	Garlington Road	P039274	Garlington Road (S-564) Corridor improvements from SC 146 to Roper Mountain Road.	In PL Est. Completion: Spring '24	Feasibility study process kicked off 3/3/2022. SCDOT Planning Office is securing a consultant to continue the feasibility study.	Feasibility study completed. Mead and Hunt presented findings in the last Policy Meeting. Funding to be determined.
	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 2028. Road Construction, Bridge Construction, Utility and CE&I Phases, and the let date were moved to FY 2030. When there is a clear path forward, funding will be adjusted accordingly.	
	SC 183 & Jameson Rd Intersection	037728C	Pickens County - Convert intersection of SC 183 Farris Bridge Rd and S-95 Jameson Road to a roundabout.	In PE Current let date: 12/2025	Project on-hold in 2017 per GPATS Policy Committee pending outcome of SIB application (for funds to multilane SC 183). In FY 2020-2025 TIP this project is removed from being on hold, and ROW is FY 2021. GPATS PC voted to put the project back on hold 10/2019. Project voted to be taken off of hold per May 2022 GPATS PC Meeting. Small purchase contract underway for traffic and alternative analysis due to the upcoming widening of SC 183.	Small purchase contract delivered the Final Report. It is recommended to move forward with a signalized intersection. The project will continue to be developed in-house to construction. Reevaluating recommended option for Old Dacusville.
	Pelham Road & Haywood Road	P039271	Intersection improvements at Pelham road (S-492) and Haywood road (S-273).	In PL	Small purchase contract underway for traffic and alternative analysis.	Small purchase contract delivered the Final Report. It is recommended to move forward with a Continuous Flow Intersection. The total cost is \$9 million.
	Pleasantburg Drive & Rutherford Road	P039272	Intersection improvements at Pleasantburg Drive (SC 291) and Rutherford Road (S-21).	In PL	Small purchase contract underway for traffic and alternative analysis.	Small purchase contract delivered the Final Report. It is recommended to move forward with a Partial Median U-Turn intersection. The total estimated cost is \$5 million.
SC 183 Corridor Improvement	P043187	SC 183 Farris Bridge Road widening from White Horse Road (US 25) to Alex Dr./Saluda View Drive (S-205).	In PE	Added at October 2023 PC meeting. Will progress forward with SC 183 project in Pickens County under one turn-key consultant contract.	The consultant selection committee has reviewed all proposals and negotiations have begun.	

GPATS PROJECT STATUS REPORT

	 PROJECT SCOPE		 STATUS	 PAST SUMMARY	 UPDATES	
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 Construction Est. Completion: 3/2025	Plans completed and project let 5/2022. No acceptable bids received. Scope revisions forthcoming per FI to reduce construction cost. Let 10/2023.	Mostly complete. The contractor is working on street lighting this month and landscaping installation to follow.
	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 Construction Est. Completion: 3/2025	Project plans are completed. Let date rolling until construction funding secured by the City. Additional TAP funds awarded 10/22. Let 10/2023.	Bridge installation scheduled for late September. After this, the work on grading and paving of the asphalt multi-use path will begin.
	Town of Central Connector	P041351	Town of Central will build an approximately 3,000 LF bike/ped path (Green Crescent Trail) along SC 93 (Main St) from Church St to Tarrant St that connects the areas surrounding the downtown district.	In PE Current Let Date: 9/2026	FPA executed 8/2/22. Project was scoped with the Town of Central, and surveys have been ordered.	Preliminary design is underway.
Fed.	West Georgia Rd (S-272) Improvements	P038375	Intersection improvements along W Georgia Rd at Neely Ferry, E Standing Springs Rd. (City of Simpsonville Earmark)	In ROW Current Let Date: 12/2024	Project in ROW phase. ROW and UT coordination still underway. Guideshare funds added to CON phase, let date revised to FY 25.	Waiting on utility cert. but still on schedule to let.
Non Guideshare	SC 183 Corridor Improvement	P043211	SC 183 Farris Bridge Road widening from Alex Dr./Saluda View Drive (S-205) to SC 135. (Pickens County SIB & Local funds)	Consultant Selection Underway	Will progress forward with SC 183 GPATS project under one turn-key consultant contract.	The consultant selection committee has reviewed all proposals and negotiations have begun.

FOR INFORMATION ONLY

 PROJECT SCOPE			 STATUS	 PAST SUMMARY	 UPDATES	
SCDOT Bridge (Non-Guideshare)	S-154 over Huff Creek	P038260	S-154 (McKelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges). Design by CDM Smith.	In Construction Est. Completion: 12/2024	SCDOT 10 Year Plan Bridge Replacement. Preliminary geotechnical exploration and analysis underway. Alternative analysis study completed. PIM held 8/26/2021. Project in ROW 2/2022. Let 12/2023. An acceleration CO approved for early	Bridge deck pour scheduled for mid-September and after that parapet and approach slab work will commence. Project on tract for an on-time finish.
	US 29 Church Street	P028821	City of Greenville - Bridge Rehabilitation of US 29 (S. Church Street) over S-75 (McBee Avenue) including a multi-use path along one side of bridge.	In Letting Prep Current Let Date: 12/2024	Project website live https://churchstbridgerehab.com . Project in ROW 5/2023. Public meeting held 4/16/2024.	Revising plans to let project in the December letting.
	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: FY 33	SCDOT 10 Year Plan Bridge Replacement. Project currently in ROW phase. Construction plans have been signed and completed. The proposed let date is planned for 2032.	The proposed let date has been moved from 2028 to 2032.
	S-384 over Brushy Creek	P027845	S-384 (Shannon Drive) over Brushy Creek Bridge Replacement. Design by Parrish & Partners. (Y2 Off-System Bridges)	In ROW Current Let Date: FY 33	SCDOT 10 Year Plan Bridge Replacement. ROW obligated 2/2023.	Current let date has been moved to December 2032. Construction plans have been reviewed.
	S-80 over Hudson Street	P038771	S-80 Hudson Street bridge replacement over Reedy River.	In PE Current Let Date: 06/2026	Turn key consultant selected, and alternative analysis is underway.	DFR was held 5/29/24. Phase II of the contract is in negotiations.
	S-250 over Machine Creek	P042514	Expedited bridge replacement on S-250 (Hester Store Road) over Machine Creek.	In PE Current Let Date: 06/2025	On-call consultant selected, and contract executed 11/13/23. PIM held 2/29/24.	The proposed let date has been moved to 6/2024. The ROW Obligation has been moved to 8/2024.
	S-277 over Twelve Mile Creek	P038326	Bridge replacement of Road S-277 (Lay Bridge Road) over Twelve Mile Creek in Pickens County.	In PE Current Let Date: FY 27	Contract executed, Kickoff meeting conducted with consultant on 8/14/2024	Preliminary design is underway.
	S-149 over Brushy Creek	P041174	Bridge Replacement of S-149 (W. Faris Rd.) over Brushy Creek in Greenville.	In PE Current Let Date: 12/2025	SCDOT 10 Year Plan Bridge Replacement. DFR held 5/29/24. PIM held 7/30/24	Project is in preliminary engineering. The Public Information Meeting (PIM) was held 7/30/2024.



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MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: September 16th, 2024

SUBJECT: GPATS Performance Measures Update

Please find **Attachment 3.2**, an Amendment to the GPATS Horizon 2040 LRTP of GPATS Performance Measures as required by the FAST Act. Additionally, please find **Attachment 3.3**, an Amendment to the GPATS FY2025-2024 TIP Document to bridge TPMs from the LRTP into project selection and implementation.

The Performance Measure items being amended are:

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

Anna Stewart will be presenting on these changes.

The Study Team is requested to make separate recommendations regarding the LRTP Amendment and the TIP Amendment.

The recommendations of the Study Team will be passed on to the GPATS Policy Committee for their consideration and adoption.

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

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

For the 2024 performance period, GPATS has elected to accept and support the state’s safety targets for all five safety performance measures. This means GPATS will:

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

2021 - 2025 SAFETY TARGETS (2019 - 2023 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1081.6	1.775	2782.2	4.567	479.8
SC Targets	1080.0	1.782	2764.0	4.561	453.4
GPATS Baseline	112.0	1.828	339.2	5.536	58.4

2022 TRANSIT SAFETY TARGETS

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

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

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

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

Next steps

Additional Measures Coming Soon

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

Previous Target Adoption Dates:
 October 2023 October 2020
 May 2023 October 2019
 March 2022 February 2019
 February 2021 November 2017

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 updated Greenlink TAM targets were adopted on October 23, 2023. 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. 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	2024 Target
Rolling Stock	Bus	% met or exceeded ULB	50%
	Trolley Bus	% met or exceeded ULB	100%
	Cutaway Bus	% met or exceeded ULB	14%
	Van	% met or exceeded ULB	0%
Equipment	SUV	% met or exceeded ULB	40%
	Van	% met or exceeded ULB	100%
	Truck	% met or exceeded ULB	83%
	Car	% met or exceeded ULB	100%
Facilities	100 W. McBee (Terminal)	% with condition rating below 3.0 on TERM Scale	100%
	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%
	Trucks and other Rubber Tire Vehicles	% met or exceeded ULB	0%
Facilities	Administration	% with condition rating below 3.0 on TERM Scale	0%

Performance Measures and Targets

Performance management involves using performance-based planning and programming to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods utilized by transportation agencies to apply performance management to their planning and programming processes, ensuring long-term and short-term transportation investment decisions are based on the ability to meet goals. This includes using detailed data collected from the system to measure trends, set targets, and to monitor if those targets are being met. As a federal requirement, the State and local Metropolitan Planning Organizations (MPOs) are responsible for developing Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) using this performance-driven, outcome-based approach to planning.

Regional performance must be monitored in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. At this time, only a small number of these goal areas have measures and targets associated with them by the State. These are listed below.

Safety

South Carolina has the highest fatality rate in the nation. It is abnormally high when compared to the National fatality rate and the rate of other Southeastern states. In an attempt to combat rising trends, South Carolina created a Strategic Highway Safety Plan called Target Zero and sets and monitors safety performance targets as required by FAST Act legislation. SCDOT has begun conducting safety audits for the State's MPOs as a tool to enable regional entities to combat safety problems as well. A regional safety audit for the GPATS region can be found online here:

<http://gpats.org/Programs/Safety.aspx>

Currently, there are thirty-one projects in the safety category alone across the Counties of Greenville, Pickens, Laurens, Anderson, and Spartanburg in the State Transportation Improvement Program (STIP). These include everything from interstate safety improvements to standard intersection safety improvements. On August 30th, 2024, the South Carolina Department of Transportation (SCDOT) set new annual safety targets for five measures: Traffic Fatalities, Fatality Rate, Severe Injuries, Severe Injury Rate, and Non-Motorized Fatalities and Severe Injuries combined. The targets are based on baseline information generated using an analysis of data relating to each measure using a five-year rolling average. The state estimated reductions in fatalities and severe injuries by looking at existing and planned safety initiatives and set the safety targets below. These targets were adopted by the Greenville-Pickens Area Transportation Study (GPATS) Policy Committee on October 21st, 2024. These targets will inform all decisions made in the TIP and LRTP and can be found in the tables below, along with Transit Safety Targets adopted by regional transit agencies in their safety plans.

Projects implementing safety improvements will receive extra points in the prioritization process. For example, projects like the US-29 corridor improvement project (#2 in Horizon2040) and the Wade Hampton Access Management project (#6 in Horizon2040) will help eliminate curb cuts and left turns and theoretically decrease collisions at these points of conflict. These safety improvements layered on extra points to these projects during the ranking process. Safety projects 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 (2019 – 2023)	1081.6	1.775	2782.2	4.567	479.8
GPATS Baseline (2019 – 2023)	112.0	1.828	339.2	5.536	58.4
SC 2021 - 2025 Targets	1080.0	1.782	2764.0	4.561	453.4

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

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

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

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

Transit Asset Management (TAM)

Transit Asset Management (TAM) Plans have been employed by the State and local transit agencies to inform the distribution of transit funds. Transit funding decisions are based on the condition of transit assets in an attempt to maintain a state of good repair. South Carolina has created a Group TAM Plan for rural transit agencies in the State, but these plans are generally done in-house by larger transit agencies and are then supported by the local MPO. The state of an asset is determined by measuring the percentage of each asset class that has met or exceeded its useful life benchmark (ULB). Greenlink, the Greenville area's transit agency, and Clemson Area Transit have set their own targets. They can be found below. Targets for FY 2021 and 2024 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 2024 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	50%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	100%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	14%
	Van	% of rolling stock that has met or exceeded ULB	0%

Equipment	SUV	% of vehicles that have met or exceeded their ULB	40%
	Van	% of vehicles that have met or exceeded their ULB	100%
	Truck	% of vehicles that have met or exceeded their ULB	83%
	Car	% of vehicles that have met or exceeded their ULB	100%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	100%
	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 January 1st, 2022. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions.

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

Bridge condition was measured similarly, but with the following thresholds: deck condition, superstructure condition, substructure condition, and culvert condition on a scale of 0-9. Scores of 4 or below were considered poor condition, while scores of 7-9 were considered good condition. Any scores in the middle were considered fair condition. Targets were set using the average bridge



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Attachment 4

MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: September 16th, 2024

SUBJECT: TAP Document Changes 2024

Following the May Policy Committee meeting, GPATS staff has made several changes to the TAP Document Ranking Criteria. Changes include scoring several of the questions on a weighted scale and adding a criteria to see if projects have logical beginning and ending points. The TAP ranking form will now score out of 30 possible points. The TAP Document can be found [here](#) on the GPATS website.

The Study Team is requested to make a recommendation regarding the TAP Document.

The recommendation of the TA Program Document will be passed on to the GPATS Policy Committee for their consideration and adoption.



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Attachment 5

MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: September 16, 2024

SUBJECT: GPATS Transportation Improvement Program Amendment AC#3

Please find **Attachment 5.2**, the DRAFT Financial Statement for the GPATS Transportation Improvement Program, Fiscal Years 2025 through 2034. This proposed Amendment version will be known as AC #3.

The following changes are being made to the TIP:

- Award of the remaining COVID-19 funds to Greenlink
 - FY2024 - \$69,789 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds
 - FY2024 - \$69,790 American Rescue Plan Funds
- Project Name: Anderson County Pavements
 - Add \$9,042,533 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033 .
 - Add \$5,566,921 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,085,103 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$768,615 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Greenville County Pavements
 - Add \$8,569,896 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$8,359,511 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,105,850 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033

- Add \$783,310 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Laurens County Pavements
 - Add \$6,408,670 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$3,289,948 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,182,201 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$837,393 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Pickens County Pavements
 - Add \$7,029,389 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$2,969,499 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$582,516 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$412,616 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Spartanburg County Pavements
 - Add \$12,256,627 Construction/Pavements/Non-NHS Primary/SFP funding to FY 2028 - FY 2033
 - Add \$5,549,616 Construction/Pavements/FA Secondaries/SFP funding to FY 2028 - FY 2033
 - Add \$1,161,332 Construction/Pavements/Non-FA Secondaries/MTN funding to FY 2028 - FY 2033
 - Add \$822,610 Construction/Pavements/Non-FA Secondaries/SFP funding to FY 2028 - FY 2033
- Project Name: Garlington Road
 - Add \$2,500,000 PE to FY 2025
 - Add \$2,800,000 ROW to FY 2027
 - Add \$49,000,000 CON to FY 2029
- Project Name: Pelham @ Haywood Intersection
 - Add \$1,000,000 PE to FY 2026
 - Add \$4,000,000 ROW to FY 2028
 - Add \$4,500,000 CON to FY 2030
- Project Name: Pleasantburg @ Rutherford Intersection
 - Add \$500,000 PE to FY 2026
 - Add \$700,000 ROW to FY 2028
 - Add \$3,300,000 CON to FY 2030

The TIP will be advertised through October 21st. Please alert the Staff of any comments or requested changes as soon as possible.

The recommendation of the Study Team will be passed on to the GPATS Policy Committee for their consideration and Adoption.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2025-2034 FINANCIAL STATEMENT

Amendment/Correction Version AC# 3

TIP Approved 02/26/2024 | AC #3 --- DRAFT

(COST IN THOUSANDS)		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	TIP COST (2025-2034)
GUIDESHARE ALLOCATION		\$26,205	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$291,995
ALLOCATION AVAILABLE FOR PROJECTS		\$26,205	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$29,199	\$291,995
CARRYOVER AVAILABLE FROM PREVIOUS FY		\$ 23,370	\$ 32,167	\$ 41,820	\$ 42,788	\$ 48,927	\$ 68,607	\$ 43,186	\$ 53,166	\$ 79,445	\$ 105,725	\$ 132,004	
GUIDESHARE SUBTOTALS		\$ (17,407)	\$ (19,547)	\$ (28,232)	\$ (23,060)	\$ (9,520)	\$ (54,620)	\$ (19,220)	\$ (2,920)	\$ (2,920)	\$ (2,920)	\$ (2,920)	(\$165,878)
SCDOT GUIDESHARE ADVANCEMENT													
GUIDESHARE PAYBACK													
BALANCE	23,370	32,167	41,820	42,788	48,927	68,607	43,186	53,166	79,445	105,725	132,004	158,284	126,116

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

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

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

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

ADDITIONS/CHANGES FROM PREVIOUS HIGHLIGHTED

REMOVALS IN NEXT HIGHLIGHTED

FY25-34 GUIDESHARE SUMMARY		
REVENUES	ALLOCATION	\$291,995
	CARRYOVER	\$23,370
	DEBT	\$0
	OTHER	\$0
BALANCE		\$126,116

Amounts shown in Italics are Non-Guideshare funds

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING		
					FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034					
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates																			
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS															STBGP		
		ALEX RD	1,548																
37728RD02		JIM HUNT RD	2,043																
37728RD03		JAMESON RD	239 P, R			2,000 C										\$2,000			
37686RD01	17	BATESVILLE ROAD (S-164)	1,650 P															STBGP	
		SC 14 TO ROPER MOUNTAIN RD	2,200 R																
		(THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	13,000 C																Safety
			1,750 C																
39660RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS	750 P															STBGP	
		FROM NEAR SCUFFLETOWN	1,500 R																
		RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	****9,500 C-AC																CRRSAA
			6,778 C-ACC																
0041472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) ****	1,550 P															STBGP	
		PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,200 R																
			9,800 C																
0041471RD01	7	ROPER MOUNTAIN ROAD (S-548) ****	1,150 P															STBGP	
		ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,500 R																
			7,750 C																Safety
			1,000 C																

GUIDESHARE PROJECTS CONTINUED																	
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP								TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING		
					FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032				FY 2033	FY 2034
Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates Cont.																	
P030553	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)	1,500 P 10,400 R		4,500 C 21,000 C-AC	10,000 C-ACC	11,000 C-ACC								\$25,500		STBGP
P030554	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)	1,200 P				1,900 R		2,500 C 8,500 C-AC	8,500 C-ACC					\$12,900	ON HOLD	STBGP
P028743		WOODRUFF ROAD CONGESTION RELIEF VERDAE BLVD. TO SMITH HINES ROAD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	4,900 P 8,750 R ****34,461 R-AC	11,487 R-ACC	11,487 R-ACC	11,487 R-ACC									\$23,974		STBGP GC & SCTIB
P039274		GARLINGTON ROAD FROM SC-146 TO PELHAM ROAD	300 PL		2,500 P		2,800 R			49,000 C					\$54,300		STBGP
P039275		US-29/MILLS AVENUE FROM AUGUSTA STREET TO STEVENS STREET (SCOPE TBD)				300 PL									\$300		STBGP
P039276		GROVE ROAD FROM US-25 TO W. FARIS ROAD (SCOPE TBD)			500 PL										\$500		STBGP
		LAURENS RD FROM I-85 TO INNOVATION DRIVE (FOUR LANE, DIVIDED, WITH BIKE LANE AND SIDEWALKS BOTH SIDES)					40 PL								\$40		STBGP
		US-123 ACADEMY ST WIDENING FROM PENDLETON ST TO WASHINGTON AVE (SCOPE TBD)			60 PL										\$60		STBGP
	6	WADE HAMPTON FROM PINE KNOLL DR TO REID SCHOOL RD (SCOPE TBD)					200 PL								\$200		STBGP
P041914		SC-296 REIDVILLE ROAD SC-290 TO SC-146 (WOODRUFF ROAD)	100 PL														SPATS STBGP
P043187		SC-183 FARRS BRIDGE ROAD US-25 (WHITE HORSE ROAD) TO ALEX DR./SALUDA VIEW DRIVE (S-205) WIDENING (SCOPE TBD)		3,000 P			5,000 R								\$5,000		STBGP
		FAIRVIEW ROAD FROM GRANDVIEW DRIVE TO SC-418 (SCOPE TBD)							50 PL	TBD					\$50		STBGP
		ST. MARK ROAD WADE HAMPTON (US-29) TO LOCUST HILL RD (SC-290) (SCOPE TBD)							50 PL	TBD					\$50		STBGP
Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
	2	HAYWOOD ROAD AND PELHAM ROAD	250 PL			1,000 P		4,000 R		4,500 C					\$9,500		STBGP
	3	PLEASANTBURG DRIVE AND RUTHERFORD ROAD	250 PL			500 P		700 R		3,300 C					\$4,500		STBGP
	4	WHITEHORSE RD / W. BLUE RIDGE RD			25 PL										\$25		STBGP
	4	E. BLUE RIDGE DR / STATE PARK RD AND POINSETT HWY			35 PL										\$35		STBGP
	4	LAURENS RD / WOODRUFF RD					50 PL								\$50		
	7	RUTHERFORD RD / JAMES ST AND W EARLE ST					50 PL								\$50		
		MAIN ST / ANN ST / PENDLETON ST							50 PL	TBD					\$50		STBGP
		US-25 / BESSIE RD (SC-86) / SANDY SPRINGS RD							50 PL	TBD					\$50		STBGP
		W. GEORGIA RD (S-272) / E. STANDING SPRINGS RD				1,500 C									\$1,500		STBGP

GUIDESHARE PROJECTS CONTINUED																	
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
					FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034			
Bicycle and Pedestrian Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
		Mauldin Golden Strip Gateway		150 PL	TBD	TBD										STBGP	
		Augusta Street Area Bike Network	200 PL	TBD	TBD											STBGP	
		City of Easley Doodle Trail Extension		150 PL	TBD											STBGP	
		City of Greer and Taylors Greenway				25 PL	TBD							\$25		STBGP	
		Travelers Rest Area Bike/Ped Network Expansion			20 PL	TBD								\$20		STBGP	
			200	300	\$ 20	\$ 25	\$ -	\$ -	\$ -	\$ -				\$ 45			
Transit Capital Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
		GTA - Greenlink Capital		2,620	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	2,920	\$29,199	STBGP
			-	2,620	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 2,920	\$ 29,199	
Traffic Signal Retiming Corridors Projects Currently in the TIP with Updated Schedule and Cost Estimates																	
P028961		Pelham Road, Greenville	122												0	STBGP	
		US 276 (Cherrydale), Greenville/Greenville County	80												0	STBGP	
P029726		Woodruff Road (Scuffletown)/Greenville County	55												0	STBGP	
		Fairview Road, Simpsonville	90												0	STBGP	
		East Butler Road, Mauldin	70													STBGP	
		Signal Retiming Allocation	1200	1,310	1,460	1,460	1,460	1,460	1,460	1,460					\$8,760		
		Signal Retiming Balance	783	2093	3553	5013	6473	7933	9393	10853	10853				10853	UNDER BUDGET	
GUIDESHARE SUBTOTALS			\$ 80,508	\$ 17,407	\$ 19,547	\$ 28,232	\$ 23,060	\$ 9,520	\$ 54,620	\$ 19,220	\$2,920	\$2,920	\$2,920	\$2,920	\$ 165,878		

NON-GUIDESHARE PROJECTS																	
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING	
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034				
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING	500 1,245 2,255															ARC See TAP Section Local/Greenville Co
	DOODLE TRAIL EXT & AMENITIES - CITY OF PICKENS	100															RTP
	MINERAL SPRING TRAIL - TOWN OF WILLIAMSTON	76															RTP
P038477	CLEMSON BIKING & WALKING TRAIL - SEGMENT 2	500 P,R,C 500 P,R,C															ARC Local
P038375	WEST GEORGIA ROAD (S-272) FROM NEELY FERRY ROAD TO FORK SHOALS	1,565 P,R 692 C		1,896 C												\$1,896	EARMARK LOCAL
42551	WOODSIDE STREETScape	166 R,C 313 C 310 C															ENHANCEMENT ARC Local
P043211	SC-183 FARRS BRIDGE ROAD ALEX DR/SALUDA VIEW DRIVE (S-205) TO SC-135 WIDENING (SCOPE TBD)																SCTIB Pickens County Local
P28052000920	PARALLEL SWAMP RABBIT TRAIL IN UNITY PARK	125 P,R,C															SCRTP
P28052001020	GREEN CRESENT TRAIL, CLEMSON PARK LOOP	125 P,R,C															SCRTP
P28052100921	BOLICK/CANNON TRAIL - TOWN OF CENTRAL RECREATION DEPT	125 P,R,C															SCRTP
P28052101021	THE PAVILION MINIATURE RAIL-TRAIL - GREENVILLE COUNTY PARKS AND REC	125 P,R,C															SCRTP
P28052200922	GREEN CRECENT TRAIL, GATEWAY PARK CONNECTOR - CITY OF CLEMSON	100 P,R,C															SCRTP
P28052201122	CONESTEE PARK MOUNTAIN BIKING - CONESTEE NATURE PRESERVE	60 P,R,C															SCRTP
P28052201322	GILDER CREEK MULTI-USE TRAIL - CITY OF MAULDIN	66 P,R,C															SCRTP
P28052300723	NICHOLTOWN MOUNTAIN BIKE AND HIKE TRAILS - City of Greenville	100 P,R,C															SCRTP
P038033	I-85 SAFETY IMPROVEMENTS MM 30 TO MM 60	100 P 3,000 C															SAFETY/HSP
P027845	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL	REPLACEMENT 1,250 P,R															BRIDGE REPLACE
P037701	BRIDGE S-23-125 OVER SALUDA RIVER - GRVL	REPLACEMENT 1,191 P,R,C															BRIDGE REPLACE
P037398	BRIDGE S-4-931 OVER BIG CREEK - ANDERSON	REPLACEMENT 600 P															BRIDGE REPLACE
P037693	BRIDGE S-39-140 OVER SHOAL CREEK - PKNS	REPLACEMENT 1,841 P,R,C															BRIDGE REPLACE
P037696	BRIDGE S-39-250 OVER DODDIES CREEK - PKNS	REPLACEMENT 1,797 P,R,C															BRIDGE REPLACE
	DESIGN BUILD 16 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2023-3	36,206 P,C															
P041233	BRIDGE US-123 SB OVER GEORGES CREEK - PKNS	REPLACEMENT 20,612 P,C															BRIDGE REPLACE
P041232	BRIDGE SC-124 OVER GEORGES CREEK -PKNS	REPLACEMENT 8,242 P,C															BRIDGE REPLACE
P041231	BRIDGE SC-183 OVER TWELVE MILE CREEK -PKNS	REPLACEMENT 11,555 P,C															BRIDGE REPLACE
P041230	BRIDGE SC-183 OVER GREGORY/CANNON CREEK -PKNS	REPLACEMENT 9,013 P,C															BRIDGE REPLACE
	DESIGN BUILD 19 CLOSED AND/OR LOAD RESTRICTED BRIDGES DB PACKAGE 2024-1	1,107 P	30,328 C														INTERST/NHS & FA NON NHS
P041159	BRIDGE S-23-41 OVER MIDDLE SALUDA - GRVL	REPLACEMENT 101 P		4,434 C													BRIDGE REPLACE
P041160	BRIDGE S-23-40 OVER SOUTH SALUDA - GRVL	REPLACEMENT 101 P		5,052 C													BRIDGE REPLACE
P041169	BRIDGE S-39-160 OVER TRIB TO KEOWEE RIVER - PKNS	REPLACEMENT 101 P	3,149 C														BRIDGE REPLACE
P041162	BRIDGE S-23-310 OVER TRIBUTARY TO RICHLAND CREEK	REPLACEMENT 101 P		2,486 C													BRIDGE REPLACE
P041161	BRIDGE S-23-102 OVER ARMSTRONG CREEK	REPLACEMENT 101 P		3,567 C													BRIDGE REPLACE
P041168	BRIDGE S-39-32 OVER CEDAR CREEK - PKNS	REPLACEMENT 101 P		3,514 C													BRIDGE REPLACE
P041163	BRIDGE S-23-94 OVER TRIBUTARY TO ENOREE RIVER	REPLACEMENT 101 P		3,596 C													BRIDGE REPLACE
P041174	BRIDGE S-23-149 (W FARIS RD) OVER BRUSHY CREEK	REPLACEMENT 890 P		400 R	5,000 C											\$5,400	BRIDGE REPLACE
P038771	BRIDGE S-23-80 (S HUDSON ST) OVER REEDY RIVER	REPLACEMENT 890 P		150 R	3,230 C											\$3,380	BRIDGE REPLACE
P041169	BRIDGE S-39-160 OVER FOUR MILE CREEK-PICKENS	REPLACEMENT 259 P			50 R		3,100 C									\$3,150	BRIDGE REPLACE
2022	SC-124 OLD EASLEY HWY OVER SALUDA RIVER (GRVL)	41 P															STATEWIDE PM
2022	SC-418 OVER HUFF CREEK (GRVL)	100 P															STATEWIDE PM
2022	US-29 WADE HAMPTON BLVD OVER MTN CREEK (GRVL)	83 P															STATEWIDE PM
2022	US-276 GEER HWY OVER MIDDLE SALUDA RIVER (GRVL)	62 P															STATEWIDE PM
2022	SC-8 EASLEY HWY OVER US-29 (ANDERSON)	41 P															STATEWIDE PM
2022	SC-81 ANDERSON RD OVER SALUDA RIVER & S-4-143 (ANDERSON)	100 P															STATEWIDE PM
2022	SC-146 N HWY OVER ENOREE RIVER (SPBG)	100 P															STATEWIDE PM
2022	SC-135 DACUSVILLE HWY OVER SHOALS CREEK	45 P															STATEWIDE PM
P038326	S-277 OVER TWELVE MILE CREEK - PICKENS	REPLACEMENT 1,370 P			20 R	6,680 C										\$6,700	BRIDGE REPLACE
P042514	S-250 OVER MACHINE CREEK - PICKENS	REPLACEMENT 1,210 P	500 R	4,840 C												\$4,840	BRIDGE REPLACE
P043138	S-39-26 OVER TRIBUTARY TO SALUDA RIVER	REPLACEMENT	270 P	3,025 C												\$3,025	BRIDGE REPLACE
P043407	S-507 (BROOKS AVENUE) OVER LANGSTON CREEK	REPLACEMENT 670 P	175 R	3,800 C												\$3,800	BRIDGE REPLACE

NON-GUIDESHARE PROJECTS CONTINUED

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2024	TIP										TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING			
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034						
	STATEWIDE BRIDGE PREVENTATIVE MAINTENANCE PACKAGE			7517	C											\$7,517		BRIDGE REPLACE	
P041689	SC 124 Old Easley Hwy over Saluda River (Greenville)			550	C											\$550		BRIDGE REPLACE	
P041727	SC 418 Over Huff Creek (Greenville)																	BRIDGE REPLACE	
P041672	US 29 Wade Hampton over Mountain Creek (Greenville)		1,100	C														BRIDGE REPLACE	
P039651	US 278 Geer Highway over Middle Saluda River (Greenville)		825	C														BRIDGE REPLACE	
P041716	SC 8 Easley Highway over US 29 (Anderson)	112	C															BRIDGE REPLACE	
P041732	SC 81 Anderson Road over Saluda River & S-4-143 (Anderson)		1,375	C														BRIDGE REPLACE	
P041720	SC 148 N Highway over Enoree River (Spartanburg)		1,375	C														BRIDGE REPLACE	
P041722	SC 135 Dacusville Highway over Shoals Creek				2,730	C										\$2,730		BRIDGE REPLACE	
P030817	S-23-279 (Reid School Rd)	1,675	R,C																
P037191	SC-146 Corridor (S-23-183 to S-23-654)	4,041	P,R,C															SAFETY	
P037190	US-25 Corridor (I-85 to S-23-782)	2,350	P,R,C															SAFETY	
P039380	Intersection Improvement S-908 (Gap Creek Rd) / L-745 (Hampton Rd)	450	P,R		2,000	C										\$2,000		SAFETY	
P039384	Intersection Improvement SC-135 (Dausville Hwy) / S-95 (Jameson Rd)	2,300	P,R,C															SAFETY	
P039386	Intersection Improve. SC-81 (Anderson Rd) / S-23-327 (Old Dunham Bridge Rd)	1,250	P															SAFETY	
P039387	Intersection Improvement US-29 / S-4-96 (Welcome Rd)	4,213	P,R,C															SAFETY	
P041029	Intersection Improvement SC-81 (Anderson Rd) / L-183 (McNeeley Rd)	700	P,C															SAFETY	
P041033	Intersection Improvement SC-81 (Anderson Rd) / L-912 (Cely Ln)	700	P,C															SAFETY	
P041412	Intersection Improvement SC-20 with S-23-260		150	P														SAFETY	
P041030	Intersection Improvement SC-290 (Locust Hill) / S-23-173 (Tigerville Rd)	200	P		600	C										\$600		SAFETY	
					75	R	2,250	C								\$2,325		SAFETY	
P041416	Operational Improvement US-276 with S-3		150	P														SAFETY	
			1	R		600	C									\$600		SAFETY	
P041418	Operational Improvement US-123 with SC-124		150	P														SAFETY	
			1	R		600	C									\$600		SAFETY	
P041419	Operational Improvement SC-81 with S-23-149		150	P														SAFETY	
			1	R		600	C									\$600		SAFETY	
P041423	Operational Improvement S-540 with L-1969	250	P		50	R	600	C								\$600		SAFETY	
P041052	Intersection Improvement SC-183 (Farrs Bridge Rd) / S-39-55 (Ireland Rd)	200	P		112	R	1,700	C								\$1,700		SAFETY	
P041055	Intersection Improvement US-25 / US-25 Conn	250	P		100	R	1,700	C								\$1,700		SAFETY	
P037888	SC-183 to MP 4.2 to 6 (Cedar Lane Rd)				1	R												SAFETY	
		250	P		2,000	C										\$2,000		SAFETY	
P037885	RSA US-29				1	R												SAFETY	
		500	P		4,000	C										\$4,000		SAFETY	
P030236	SC-291 N Pleasantburg Dr and White Oak Dr	150	C															SAFETY	
	US-29 CORRIDOR SIGNAL RETIMING	3,000																NHS/IM	
P027368	I-85 (WIDENING FROM NEAR SC153 (EXIT 40) TO NEAR SC-85 (EXIT 69)	65,720	P,R,C							10,000	C					\$10,000		NHS/IM	
										714,500	AC					\$714,500		NHS/IM	
										704,500	ACC					\$704,500		NHS/IM	
0038111 / P042302	I-85 @ I-385 (EXIT 51)	14,000	P													Fully Obligated		NHS/IM	
		270,000	C	16,737	C													SIB	
P038111	I-85 @ Rocky Creek Bridge	1,200	P															NHS/IM	
		44,000	C															NHS/IM	
P041882	S-664 (River Street/Richardson Street) MP 0.23 - MP 1.07		300	P			1,000	C								\$1,000		SAFETY HSP	
							1	R										SAFETY HSP	
P041909	US 29 (Wade Hampton Blvd) MP 11.3 - MP 12.06		450	P			2,000	C								\$2,001		SAFETY HSP	
																		SAFETY HSP	
P041887	US 276 (Poinsett Highway) MP 32.38 - MP 33.24		300	P			5,000	C								\$5,001		SAFETY HSP	
																		SAFETY HSP	
	ANDERSON COUNTY PAVEMENTS	Non-NHS Primary					9,043	C	9,043	C	9,043	C	9,043	C	9,043	C	\$54,255		SFP
		FA Secondaries					5,567	C	5,567	C	5,567	C	5,567	C	5,567	C	\$33,402		SFP
		Non-FA Secondaries					1,085	C	1,085	C	1,085	C	1,085	C	1,085	C	\$6,511		MTN
		Non-FA Secondaries					769	C	769	C	769	C	769	C	769	C	\$4,612		SFP
	GREENVILLE COUNTY PAVEMENTS	Non-NHS Primary					8,570	C	8,570	C	8,570	C	8,570	C	8,570	C	\$51,419		SFP
		FA Secondaries					8,360	C	8,360	C	8,360	C	8,360	C	8,360	C	\$50,157		SFP
		Non-FA Secondaries					1,106	C	1,106	C	1,106	C	1,106	C	1,106	C	\$6,635		MTN
		Non-FA Secondaries					783	C	783	C	783	C	783	C	783	C	\$4,700		SFP
	LAURENS COUNTY PAVEMENTS	Non-NHS Primary					6,409	C	6,409	C	6,409	C	6,409	C	6,409	C	\$38,452		SFP
		FA Secondaries					3,290	C	3,290	C	3,290	C	3,290	C	3,290	C	\$19,740		SFP
		Non-FA Secondaries					1,182	C	1,182	C	1,182	C	1,182	C	1,182	C	\$7,093		MTN
		Non-FA Secondaries					837	C	837	C	837	C	837	C	837	C	\$5,024		SFP
	PICKENS COUNTY PAVEMENTS	Non-NHS Primary					7,029	C	7,029	C	7,029	C	7,029	C	7,029	C	\$42,176		SFP
		FA Secondaries					2,969	C	2,969	C	2,969	C	2,969	C	2,969	C	\$17,817		SFP
		Non-FA Secondaries					583	C	583	C	583	C	583	C	583	C	\$3,495		MTN
		Non-FA Secondaries					413	C	413	C	413	C	413	C	413	C	\$2,476		SFP
	SPARTANBURG COUNTY PAVEMENTS	Non-NHS Primary					12,257	C	12,257	C	12,257	C	12,257	C	12,257	C	\$73,540		SFP
		FA Secondaries					5,550	C	5,550	C	5,550	C	5,550	C	5,550	C	\$33,298		SFP
		Non-FA Secondaries					1,161	C	1,161	C	1,161	C	1,161	C	1,161	C	\$6,968		MTN
		Non-FA Secondaries					823	C	823	C	823	C	823	C	823	C	\$4,936		SFP
	EXEMPT SUBTOTAL	\$487,323	\$ 27,424	\$ 60,518	\$ 12,550	\$ 6,680	\$ 80,884	\$ 77,784	\$ 792,284	\$ 77,784	\$ 77,784	\$ 77,784	\$ 77,784	\$ -	\$1,264,053				

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

Transit Projects															
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2021	FY 2022	FY 2023	Current FY		SUMMARY 2025	TIP (Extrapolated)						FUNDING	
					FY 2024	FY 2025		FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031		FY 2032
	GREENVILLE URBANIZED AREA (CA)	3,483	4,472	4,460	3,930	3,930	20,277	3,930	3,930	3,930	3,930	3,930	3,930	3,930	FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,294	2,921	2,950	3,930	3,930	16,026	3,930	3,930	3,930	3,930	3,930	3,930	3,930	
	Capital	341		0	0	0	341	0	0	0	0	0	0	0	
	Operating	609	1,196	1,208	1,609	1,609	6,232	1,609	1,609	1,609	1,609	1,609	1,609	1,609	
	Enhancements/Improvements		28	28	38	38	132	38	38	38	38	38	38	38	
	ADA	229	292	295	393	393	1,603	393	393	393	393	393	393	393	
	Planning Administration			0	0	0	0	0	0	0	0	0	0	0	
	Preventative Maintenance	1,114	1,405	1,419	1,890	1,890	7,717	1,890	1,890	1,890	1,890	1,890	1,890	1,890	
	Clemson Area Transit	1,190	1,551	1,510			4,251								
	Capital			0			0								
	Operating	476	837	816			2,129								
	Enhancements/Improvements			0			0								
	ADA			0			0								
	Planning Administration/Security	12	12	11			35								
	Preventative Maintenance	702	702	684			2,087								
	GREENVILLE URBANIZED AREA (PL)	160	160	160	160	160	800	160	160	160	160	160	160	160	FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,931	2,666	2,180			6,777								FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)														FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	408	583	600			1,591								FTA SECTION 5310
	-- Senior Solutions						0								
	--Greenville Transit Authority	408		180			588								
	--Clemson Area Transit		123	220			343								
	--Pickens County Meals on Wheels		123				123								
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	356	341	342	299		983								FTA SECTION 5339
	-- GTA Capital Purchase	234	223	226	299		983								
	-- CAT Capital Purchase	122	118	116											
	-- CAT Low/No Grant		3,170	3,930											5339(c)
	-- GTA Low/No Grant			6,341			6,341								5339(c)
	GTA TRANSIT NEW MAINTENANCE FACILITY PROJECT GRANT														5339(b)
	GTA MAINTENANCE FACILITY SUPPLEMENTAL FUNDING	8,604													5311/5339 shifted to 5307
	STATE MASS TRANSIT FUNDING	511	520	324	182	182	1,719	182	182	182	182	182	182	182	SMTF
	-- GTA SMTF	399	407	214	182	182	1,384	182	182	182	182	182	182	182	
	-- CAT SMTF	112	113	110			335								
	SCDOT Vehicle Replacement Initiative														FTA SECTION 5307
	-- GTA Capital Purchase														SMTF
	-- CAT Capital Purchase														5307
	CARES ACT						0								SMTF
	-- GTA														FEDERAL CARES ACT
	Greenville UZA														
	Mauldin-Simpsonville UZA														
	-- CAT														
	Greenville UZA														
	AMERICAN RESCUE PLAN ACT 21	533			0		0								ARP ACT - 5307
	-- GTA														
	Greenville UZA	351													
	-- CAT														
	Greenville UZA	182													
	GREENLINK - Coronavirus Response and Relief Supplemental Appropriations ACT				70		70								CRRSAA-5310
	GREENLINK - AMERICAN RESCUE PLAN ACT 21				70		70								ARP ACT - 5310
	GREENLINK - HUMAN TRAFFICKING GRANT						0								FTA
	CA41/SCDDSN - Mobility for All Grant						0								FTA
	GREENLINK - RAISE GRANT		5,845				5,845								USDOT RAISE
	FTA SUBTOTAL	7,382	8,742	7,907	4,711	4,272	38,627	3,930	3,930	3,930	3,930	3,930	3,930	3,930	

* FY 2024 funds are a summation of FY2021-2024. This is to comply with the FY2021-2026 STIP. Please refer to the previous years to reference the allocation amount.

Transportation Alternatives																
PIN #	TA			Previous Obligations	FY 2024	TIP								TIP COST (2025-2034)	REMAINING COST (2035+)	FUNDING
	Year	Priority	Jurisdiction/Projects			FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032			
	2013	5	City of Easley Brushy Creek Greenway Phase 1&2	534												TAP 20% Local Match
P029891	2014	1	City of Greenville Woodruff Road Sidewalks	361												Completed TAP 20% Local Match
P030103	2014	2	Anderson School District Four Riverside Middle School Sidewalks	465												TAP 20% Local Match
P038476	2016	1	City of Greenville Haywood Road Sidewalks	400												Completed TAP 20% Local Match
P038173	2017	2	City of Fountain Inn Woodside Park Connector	799												TAP 20% Local Match
P041351	2019	1	Town of Central (Southern Wesleyan University to Town of Central Ped./Bike Connector)	643												TAP 20% Local Match
	2023	1	City of Greer Wards Creek Trail Phase 1	1,090												TAP 20% Local Match
	2024		Upstate Greenways & Trails Alliance Bryson Elementary to S. Kings Drive Multi Use Trail		1,127											TAP 20% Local Match
	2024		City of Greenville Lowndes Hill Road Sidewalk		1,359											TAP 50% Local Match
*Funding has not been verified																
TA OBLIGATION				(4,292)	(2,486)	0	0	0	0	0	0	0	0	0	0	
ANNUAL TA ALLOCATION				1,299	1,183	1,183	1,183	1,183	1,183	1,183	1,183	1,183	1,183	1,183	1,183	11,833
FUNDING AVAILABLE																
BALANCE																
TA TOTAL				2486	0	0	0	0	0	0	0	0	0	0	0	
FY 2025-2034 TIP GRAND TOTAL					\$51,247	\$83,996	\$44,712	\$33,670	\$90,404	\$132,404	\$811,504				\$1,196,690	

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



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MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: September 16, 2024

SUBJECT: GPATS CY2025 Meeting Schedule

The proposed meeting dates for Calendar Year 2025 are as follows:

Study Team (typically meets four weeks prior to Policy Committee):	Policy Committee:
January 27	February 24
April 14	May 12
July 14	August 18
September 22	October 20

The Policy Committee will be requested to approve the meeting schedule for the 2025 Calendar Year for the Policy Committee and Study Team.



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MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: September 16, 2024

SUBJECT: GPATS Congestion Management Process Adoption

The GPATS Congestion Management Process, or CMP has been completed by Kimley-Horn and Associates and ready to be reviewed ahead of Adoption by the Policy Committee.

An updated final CMP document and appendices have been uploaded to the front page of <https://gpats.org> for review. Kimley-Horn will be presenting the results of the CMP, and will be available for any questions.

The CMP will be advertised through October 21st. Please alert the Staff of any comments or requested changes as soon as possible.

The recommendation of the Study Team will be passed on to the GPATS Policy Committee for their consideration and Adoption.



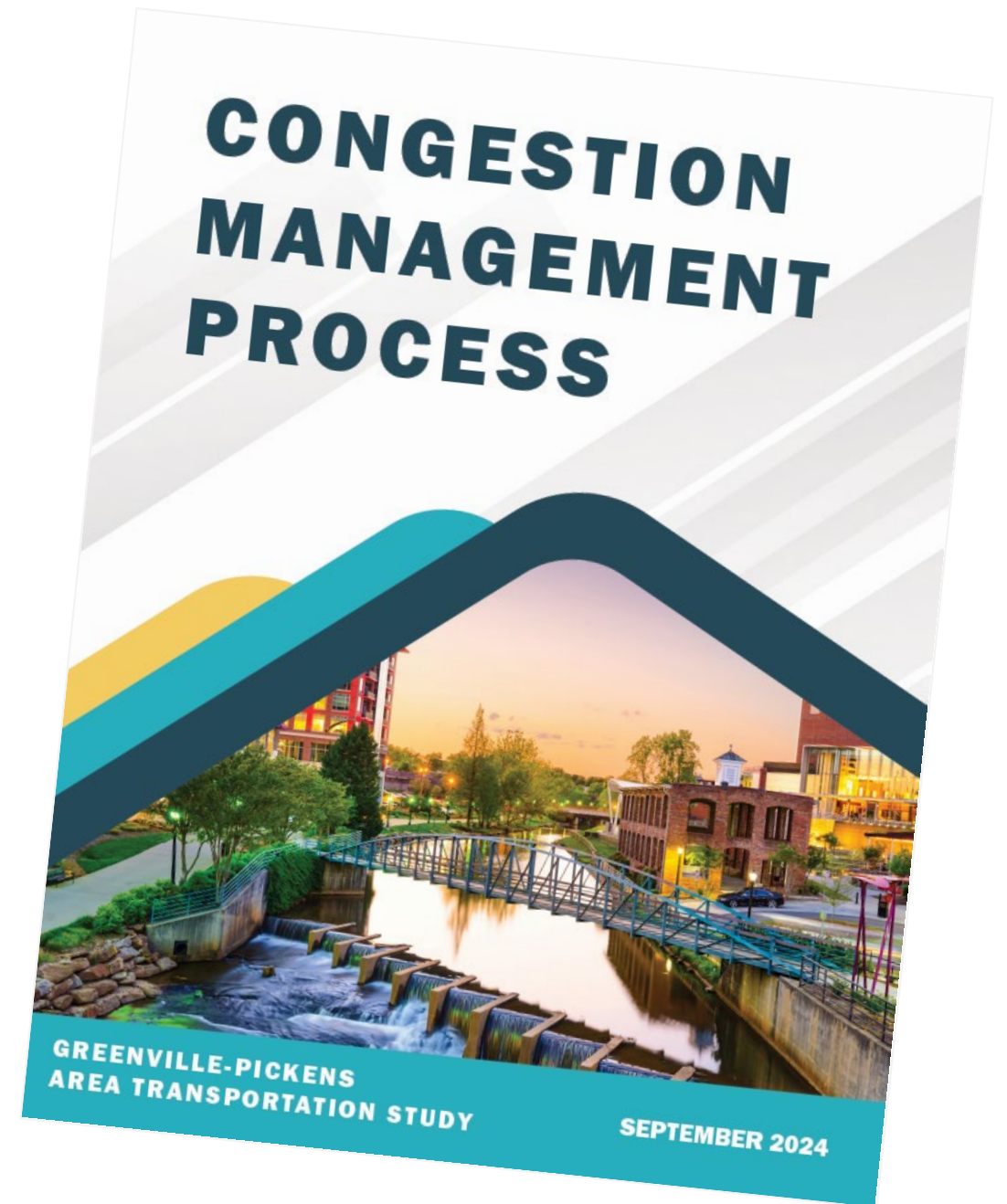
GPATS

Congestion Management Process

Study Team Meeting
September 16, 2024

Agenda

- Overview
- Framework
- Analysis
- Strategies
- Implementation





Overview

The Process Model

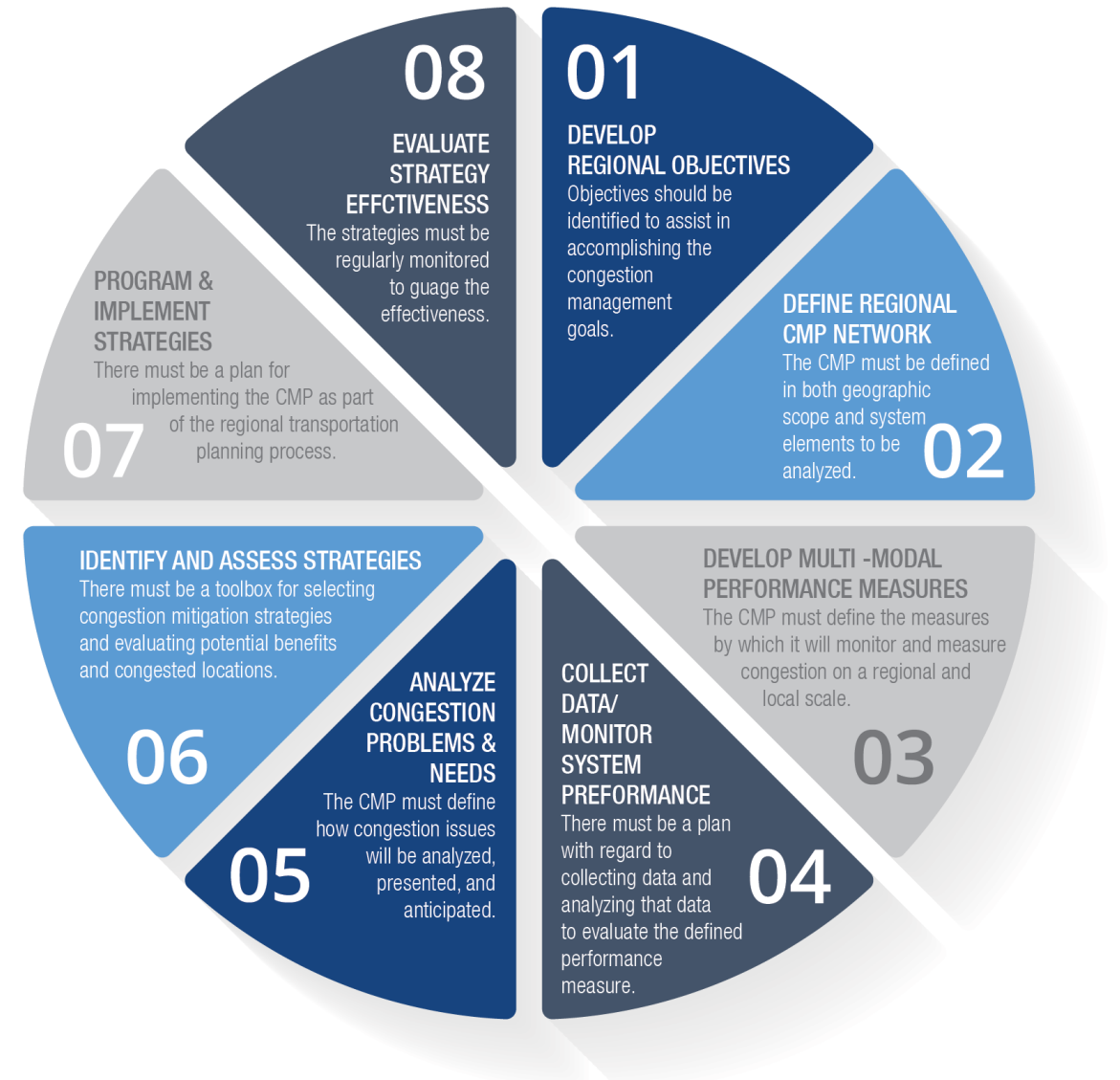
SCDOT Pilot Process

Engagement

The Process Model

A Congestion Management Process (CMP) is a *systematic, regional approach* for managing congestion that provides accurate information on transportation system performance and assesses strategies for congestion.

A CMP is required in metropolitan areas with populations over 200,000 people. The CMP uses a *performance-based, objectives-driven* approach to planning for congestion.



SCDOT Pilot Process

The South Carolina Department of Transportation (SCDOT) is spearheading an objective-focused and performance-based CMP pilot effort that can serve as a model process for all state MPOs. The GPATS MPO was selected as one of the three areas to *pilot the process* in collaboration with FHWA.

As one of the three pilot projects in South Carolina, GPATS has the potential to shape the planning process of the CMP for the entire state. Each MPO prepares its own CMP that documents the region's unique challenges and considerations.



930+

online participants



13,500+

individual data points



900+

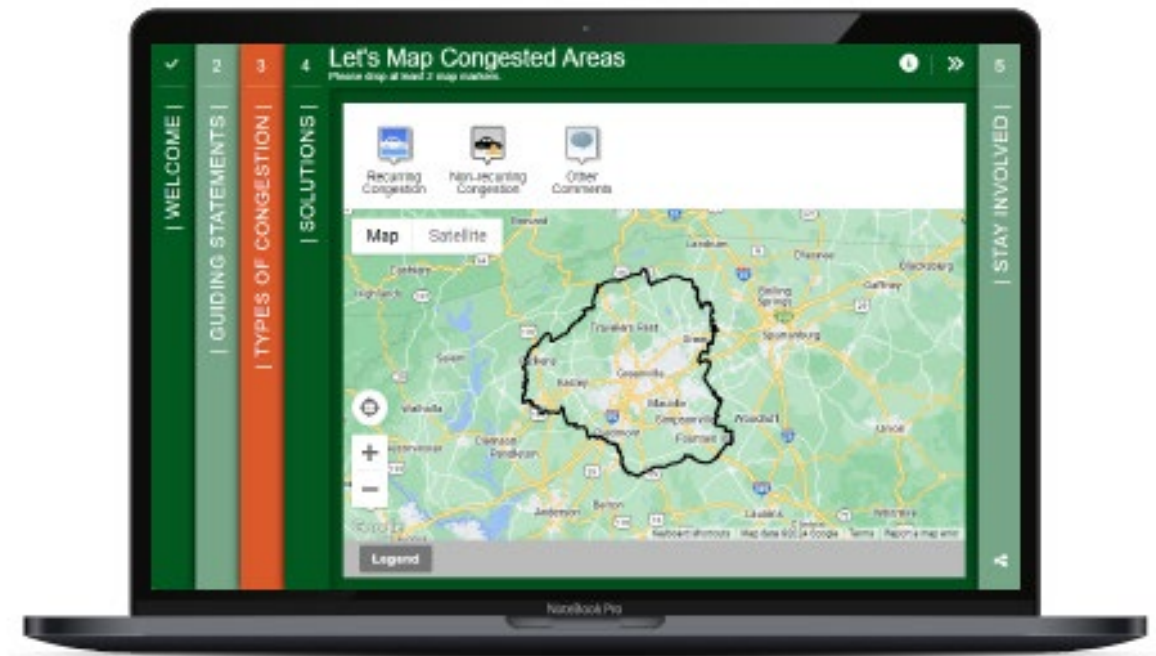
written comments

Phase 1 | Engagement

The first phase of public engagement focused on educating the public about the CMP and asking about the types of congestion that they experience.

Phase 2 | Engagement

Participants were asked about the applicability of specific strategies in the region. This balance of local and technical analysis helped refine a set of strategies for the region.



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Framework

Goals and Objectives

Goals and Objectives

Culture and
Environment

Economic
Vitality

Growth and
Development

Mobility and
Accessibility

Safety and
Security

System
Preservation
and Efficiency

Priorities

These were the preliminary goals for creating a successful congestion management plan for the Greenville-Pickens Area.

Participants were asked to rank the preliminary goals to determine what the community identifies as important.

Safety and Security: most frequently ranked and highest average ranking



Culture & Environment and Mobility & Accessibility: ranked a similar number of times but Mobility & Accessibility ranked higher



System Preservation & Efficiency: higher average ranking shows that those that ranked it ranked it higher on average



Growth & Development: gap between the intensity and frequency shows that while not everyone see it as an important consideration, those that do think it's very important



Economic Vitality: least frequently ranked and lowest average ranking





Analysis

Define the Network

Congestion Defined

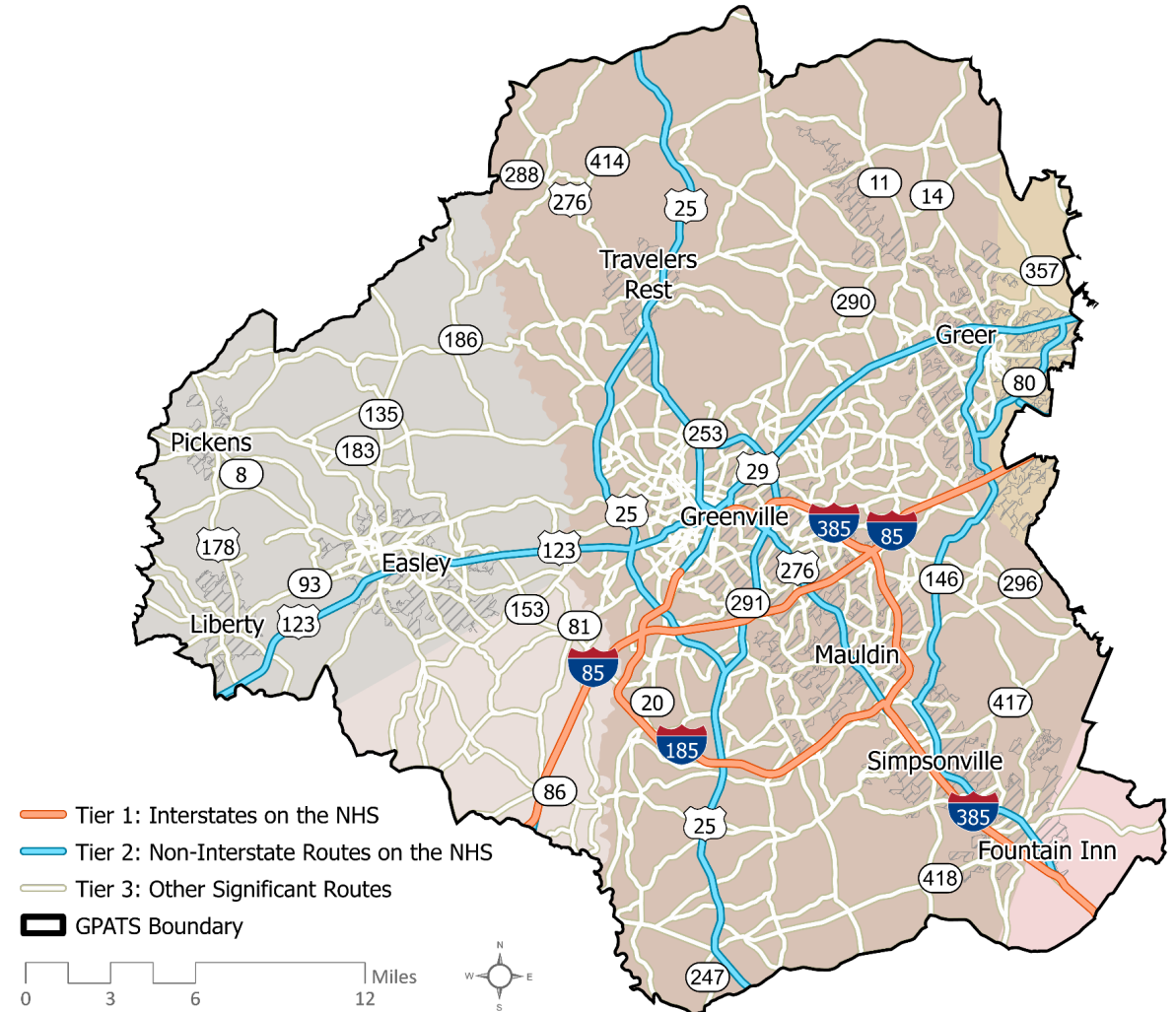
Performance Measures

Define the Network

Tier 1: Interstates on the National Highway System (NHS)

Tier 2: Non-Interstate Routes on the NHS

Tier 3: Other Significant Routes



Types of Congestion

Recurring Congestion

Expected to occur at the same time every weekday as a result of high volumes of commuter traffic

Non-Recurring Congestion

Occurs as a result of an unexpected or non-typical event such as crashes, construction, weather, and special events

Recurring Congestion

Peak Planning Time Index (PTI)

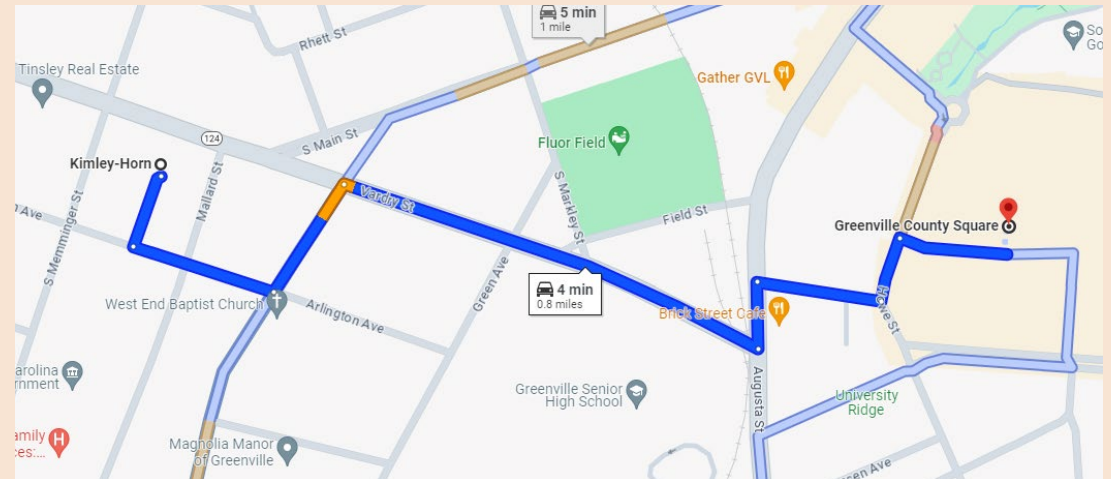
Planning Time Index (PTI) helps provide a numerical value for gauging travel reliability. PTI is the factor applied to the free flow travel time needed to ensure on-time arrival 95% of the time.

Percent Recurrent Delay

- AM 6 to 10 AM
- PM 4 to 8 PM

Sample Travel Scenario

A PTI of 2 means travel is unreliable. A traveler going for a 4-minute trip during a peak period would be assured of completing the trip in 8 minutes or less at least 95% of the time.

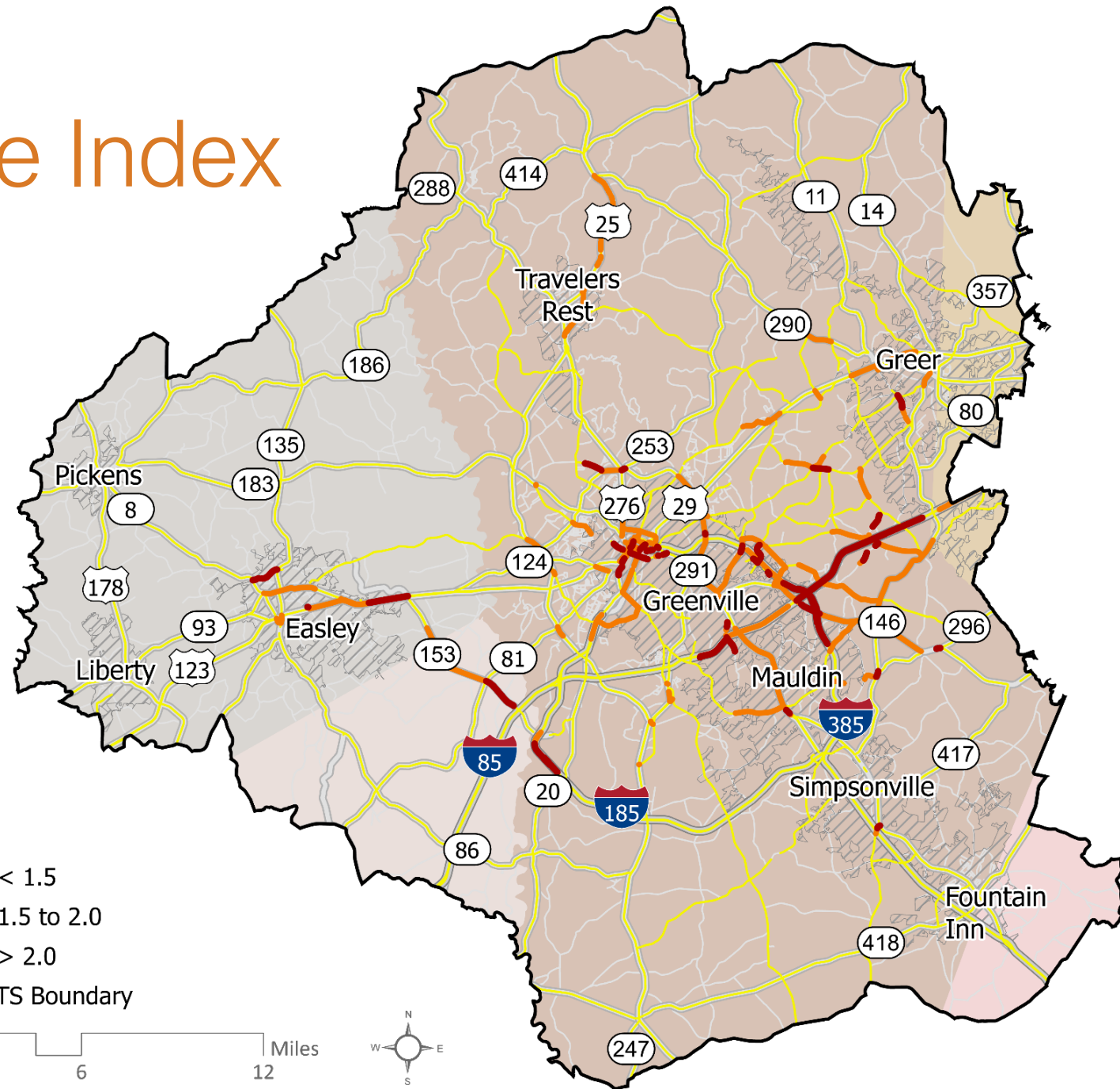
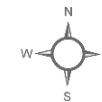
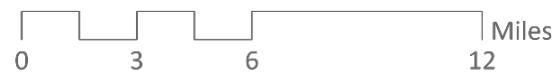


Peak Planning Time Index

Table 2. Congestion Evaluation of Corridors

Corridor ID	Local Name	Termini	Length (miles)	Avg Peak PTI	AM Recurrent Delay (%)	PM Recurrent Delay (%)	Crashes (Total)	Crashes (Fatal & Serious Injury)
S-731	Dairy Dr	Ridge Rd to Confluence Outdoors	1.14	4.39	0.40	0.01	14	1
S-435	Ridge Rd	Parkins Mill Rd to Fairforest Wy	1.05	2.88	19.15	15.53	68	0
S-21-A	Fleetwood Dr	Main St/Gentry Memorial Hwy to Dacusville Hwy	0.96	2.48	0.54	1.38	40	0
I-85 E	I-85	Roper Mountain Rd to S-12	6.34	2.28	52.77	51.01	1331	4
S-1077	Washington St	Trescott St to Pettigru St	1.16	2.23	1.43	4.46	251	1
S-87	Franklin Rd	Old Buncombe Rd to Blue Ridge Dr	0.94	2.09	0.58	0.01	73	2
S-136	Buncombe Rd	Hood Rd to Hwy 14	1.33	2.06	1.85	18.23	207	1
SC14-A	Hwy 14	Woodruff Rd to Batesville Rd	2.88	1.92	59.11	86.97	406	2
S-107-A	Butler Rd	I-385 to Woodruff Rd	1.31	1.89	73.78	97.34	379	3
SC146-B	Woodruff Rd	Verdae Blvd to Hwy 14	3.70	1.86	59.10	96.53	3045	20
US123-A	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	5.55	1.84	53.63	84.93	920	7
S-200	Rutherford St	Stone Ave to Buncombe St	0.25	1.83	97.90	96.20	109	4
S-75	Washington St	McBee Ave to Laurens Rd	0.66	1.82	0.80	3.10	106	1

- PTI < 1.5
- PTI 1.5 to 2.0
- PTI > 2.0
- GPATS Boundary



Performance Measures

Highway Safety | PM1

- Fatalities
- Rate of Fatalities
- Serious Injuries
- Rate of Serious Injuries
- Non-Motorized Fatalities

System Performance | PM3

- Percent of person-miles on Interstate that are reliable
- Percent of person-miles non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR)

Public Transportation Agency Safety Plan | PTASP

- Fatalities
- Fatalities per Revenue Mile
- Injuries
- Injuries per Revenue Mile
- Reportable Safety Events
- System Reliability

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Strategies

Congestion Mitigation Strategies

Congestion Mitigation Strategies

Active
Transportation

Transit

Capacity
Expansion

Transportation
Demand
Management

Freight

Land Use

Operations

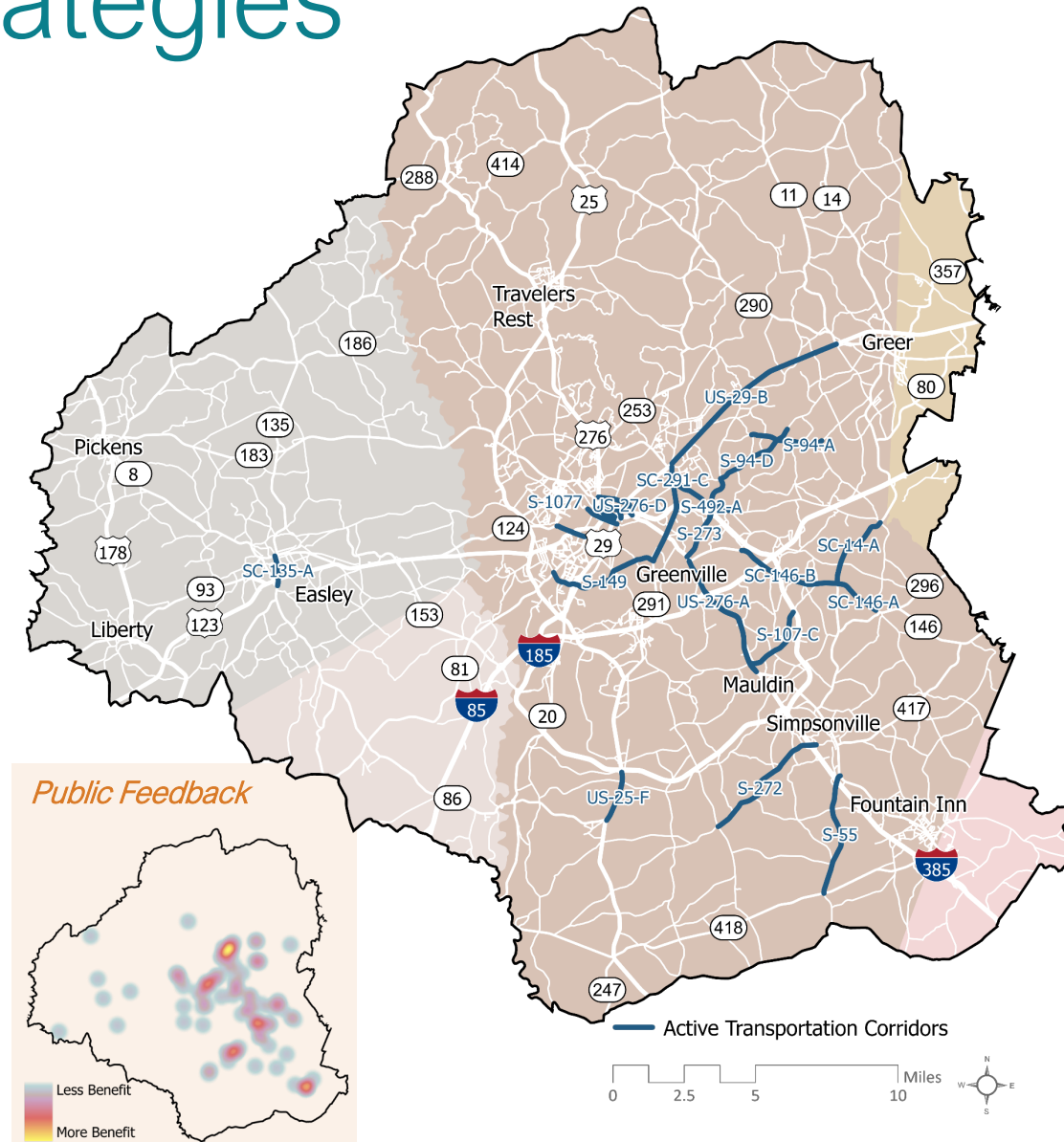
Technology

Active Transportation Strategies

- Walkways
- Bikeways
- Bikeshare or Scooter-Share Programs
- Pathways

Table 3. Identified Active Transportation Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
US-29-B	Wade Hampton Blvd	Pine Knoll Dr to Buncombe Rd	Bikeways, Pathways
US-276-D	Stone Ave	Rutherford St to North St/I-385	Bikeways
US-276-A	Laurens Rd/Main St	Woodruff Rd to Main St	Bikeways
US-25-G	Hwy 25	US 276/Poinsett Hwy to Locust Hill Rd	Bikeways
US-25-F	Augusta Rd	Sandy Springs Rd to I-185	Pathways
US-123-C	Academy St	College St to North St	Pathways, Bikeways,
SC-291-C	Pleasantburg Dr	Faris Rd to Wade Hampton Blvd	Bikeways
SC-183-C	Buncombe/North St and College St/Beattie Pl	Butler Ave to Church St	Pathways

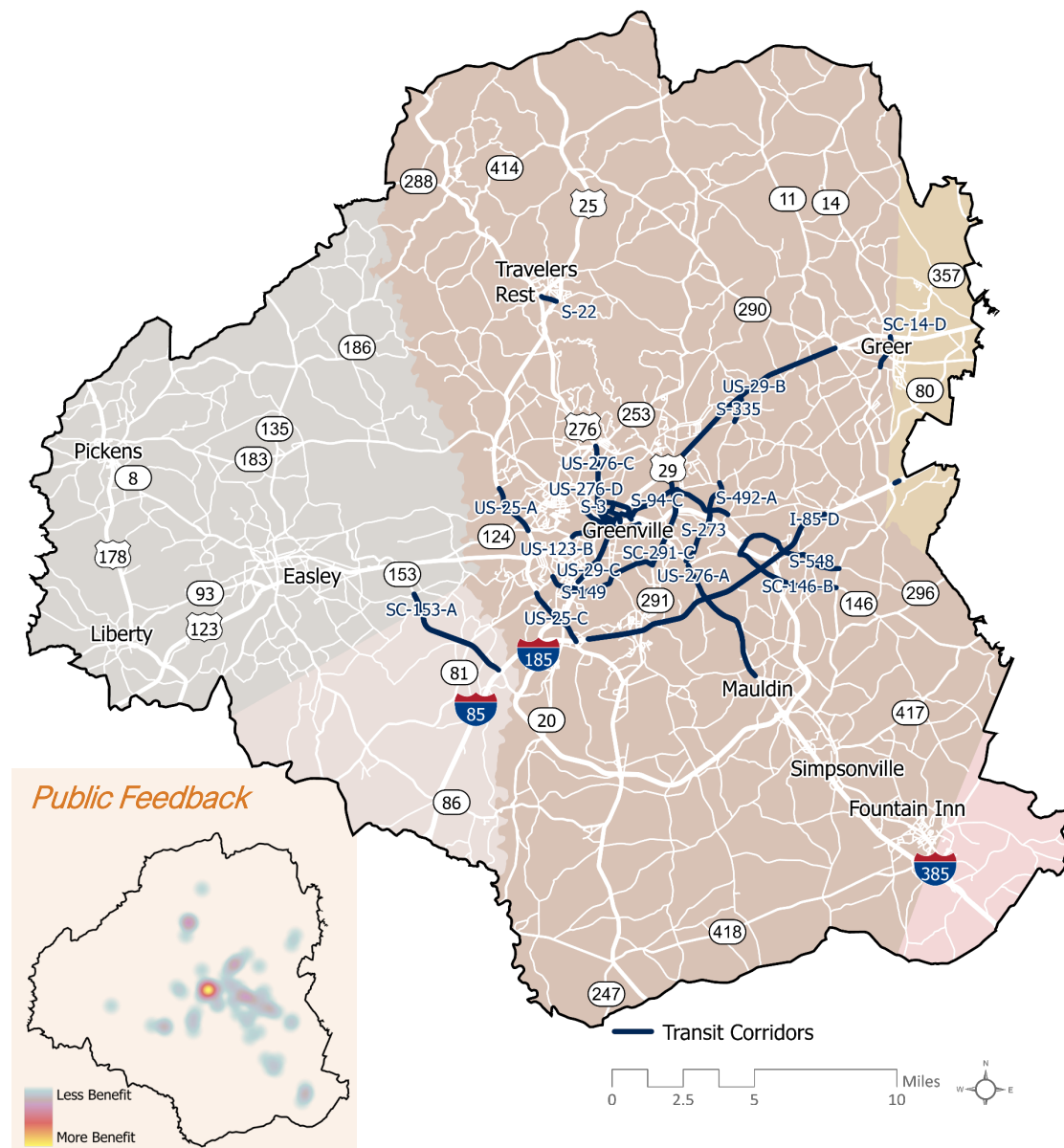


Transit Strategies

- On-Demand Transit Service
- Bus Service
- Bus-On-Shoulder
- Park-and-Ride Lots
- Transit Signal Priority

Table 4. Identified Transit Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-85-D	I-85	US 25 to Roper Mountain Rd	Bus Service (add)
US-29-C	Mills Ave/Church St	Henrydale Ave to Academy St	Bus Service (Improve)
US-29-B	Wade Hampton Blvd	Pine Knoll Dr to Buncombe Rd	Bus-On Shoulder, Transit Signal Priority, Bus Service (improve)
US-276-D	Stone Ave	Rutherford St to North St/I-385	Park-and-Ride Lots, Transit Signal Priority, Bus Service (improve & add)
US-276-C	Poinsett Hwy	Stone Ave to Pleasantburg Dr	Transit Signal Priority, Bus Service (improve)
US-276-A	Laurens Rd/Main St	Woodruff Rd to Main St	Bus Service (improve)
US-25-G	Hwy 25	US 276/Poinsett Hwy to Locust Hill Rd	On-Demand Transit Service, Bus Service (add)
US-25-C	White Horse Rd	Anderson Rd to I-85	Bus Service (improve), Park-and-Ride Lots
US-25-A	White Horse Rd	Lily St to Old Easley Hwy	Bus Service (improve)

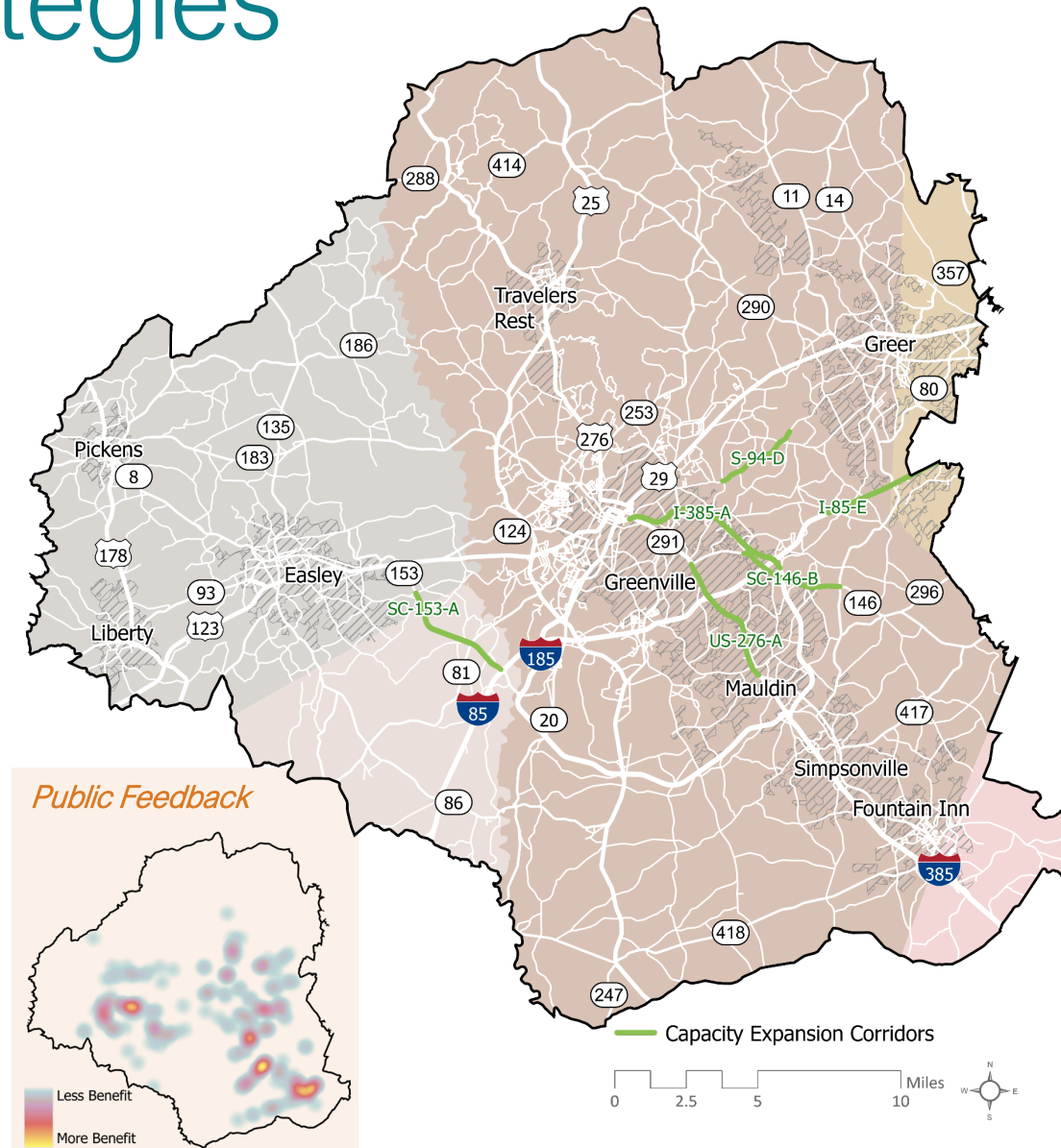


Capacity Expansion Strategies

- Alternative Interchange Design
- Grade Separated Crossings
- Lane Additions (Widening)
- New Roadways

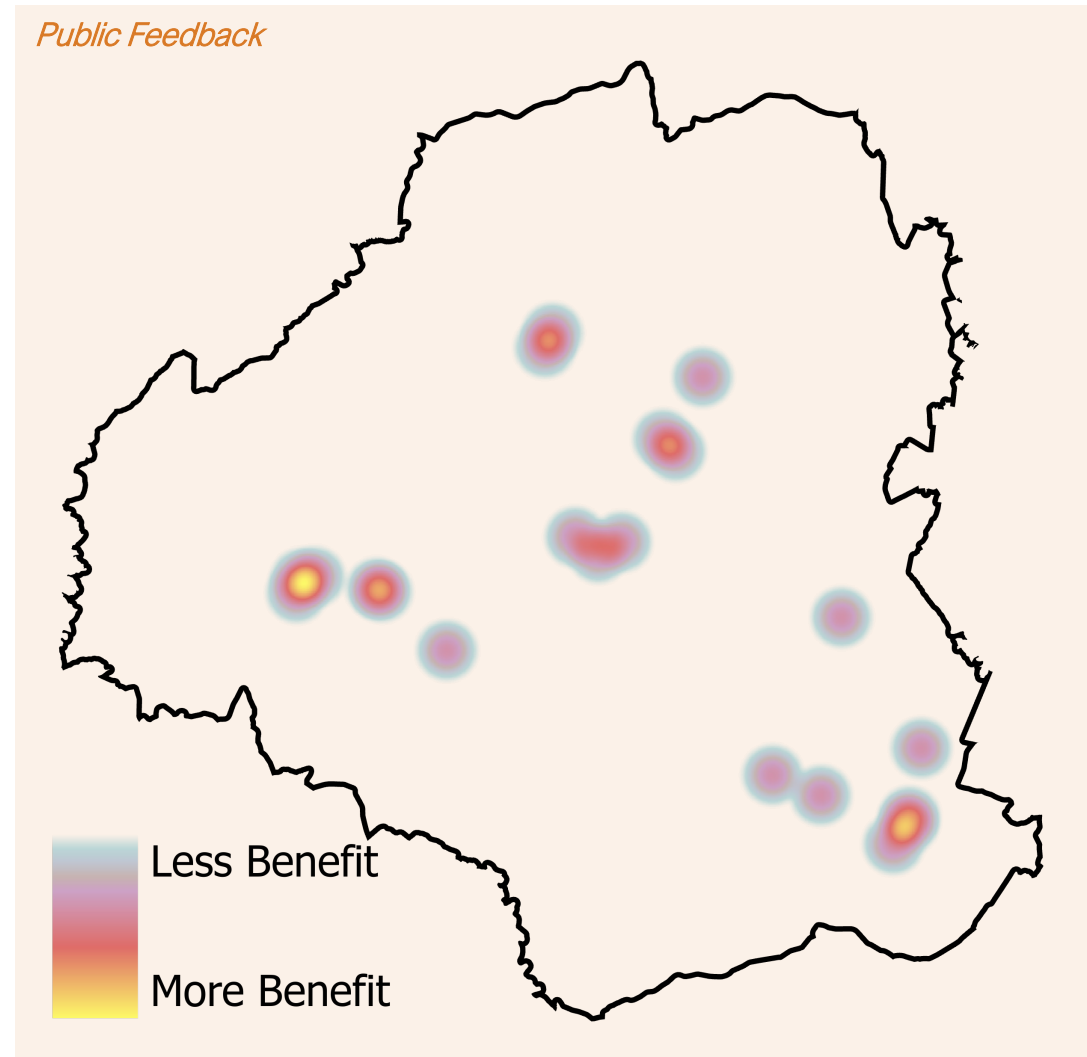
Table 5. Identified Capacity Expansion Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-385-A	I-385	East North Street to I-85	Alternative Interchange Design
I-85-E	I-85	Pelham Rd to Brockman McClimon Rd	Alternative Interchange Design
US-276-A	Laurens Rd/Main St	Woodruff Rd to Main St	Alternative Interchange Design
SC-146-B	Woodruff Rd	Verdae Blvd to Hwy 14	Lane Additions (Widening)
SC-153-A	Hwy 153	Old Easley Bridge Rd to I-85	Lane Additions (Widening)
S-94-D	North St/Old Spartanburg Rd/ Brushy Creek Rd	Howell Rd to Taylors Rd	Lane Additions (Widening)



Transportation Demand Management Strategies

- Vanpool and Carpool
- Teleworking and Flexible Work Schedules
- Parking Management
- Bicycle and Pedestrian Education
- Safe Routes to School Programs

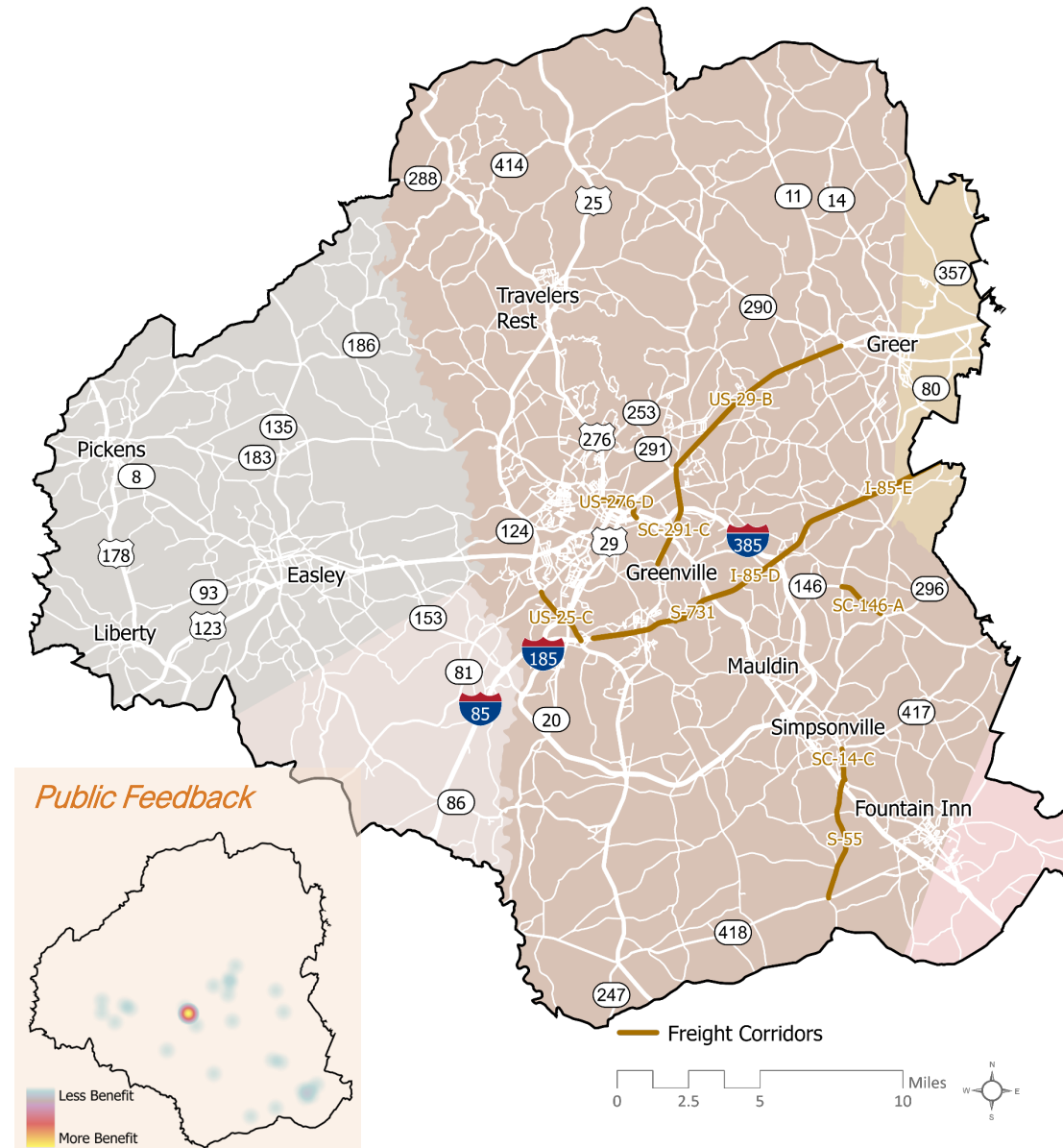


Freight Strategies

- Dedicated Truck Lanes
- Weigh-in Motion Technology
- Truck Incentives and Use Restrictions

Table 6. Identified Freight Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-85 E	I-85	Roper Mountain Rd to S-12	Dedicated Truck Lanes
I-85-D	I-85	US 25 to Roper Mountain Rd	Dedicated Truck Lanes
US-29-B	Wade Hampton Blvd	Pine Knoll Dr to Buncombe Rd	Truck Incentives and Use Restrictions
US-276-D	Stone Ave	Rutherford St to North St/I-385	Truck Incentives and Use Regulations
US-25-C	White Horse Rd	Anderson Rd to I-85	Truck Incentives and Use Restrictions, Dedicated Truck Lanes
SC-291-C	Pleasantburg Dr	Faris Rd to Wade Hampton Blvd	Truck Incentives and Use Restrictions
SC-14-C	Main St	Curtis St to Fairview Rd	Truck Incentives and Use Regulations
S-731	Dairy Dr	Ridge Rd to Confluence Outdoors	Dedicated Truck Lanes
S-55	Fairview Rd	Main St to Hwy 418	Truck Incentives and Use Regulations

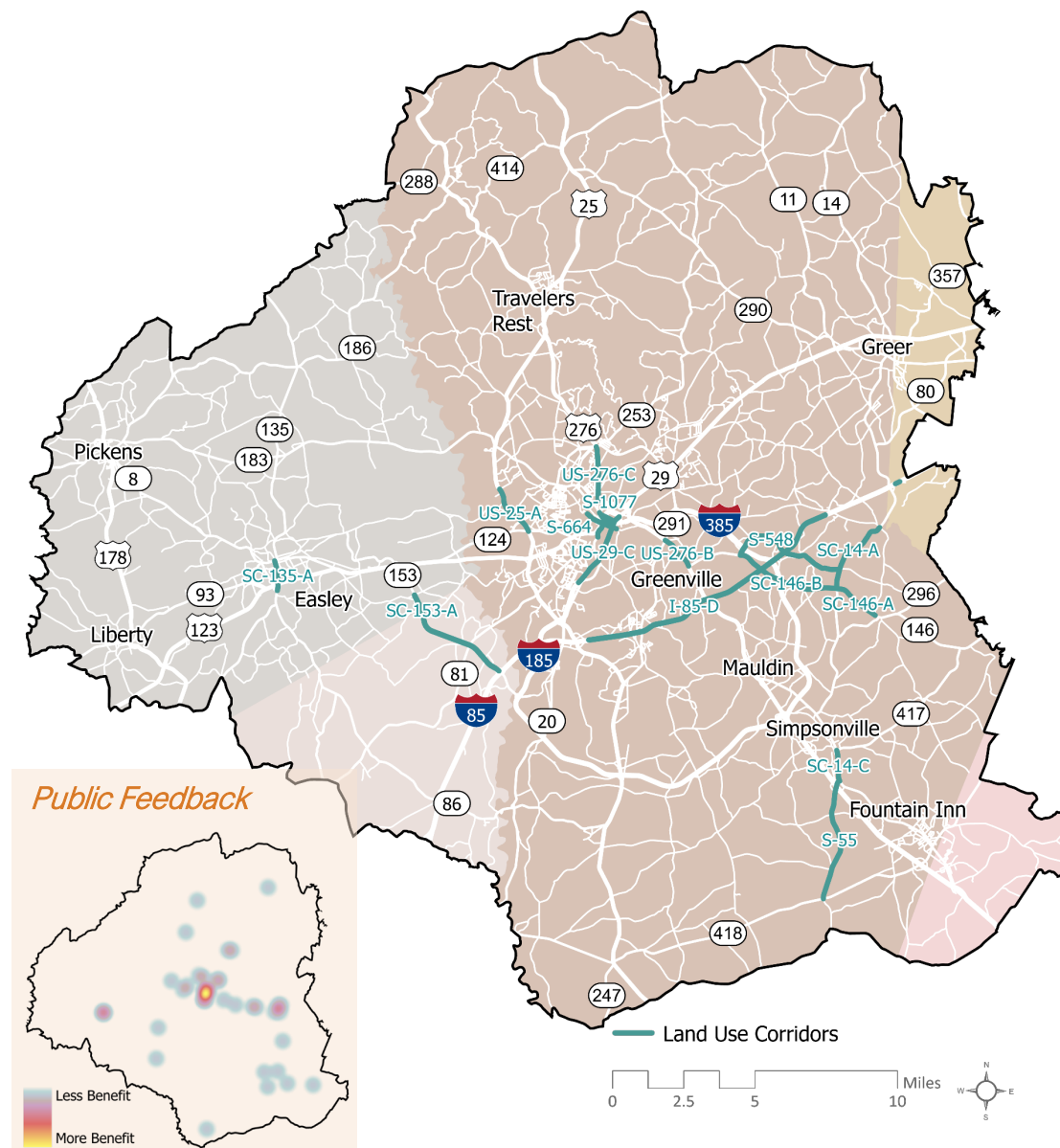


Land Use Strategies

- Transit-Oriented Development
- Redevelopment and Infill Development

Table 7. Identified Land Use Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-85-D	I-85	US 25 to Roper Mountain Rd	Transit-Oriented Development
US-29-C	Mills Ave/Church St	Henrydale Ave to Academy St	Redevelopment and Infill Development, Transit-Oriented Development
US-276-C	Poinsett Hwy	Stone Ave to Pleasantburg Dr	Redevelopment and Infill Development
US-276-B	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	Redevelopment and Infill Development
US-25-G	Hwy 25	US 276/Poinsett Hwy to Locust Hill Rd	Transit-Oriented Development
US-25-A	White Horse Rd	Lily St to Old Easley Hwy	Redevelopment and Infill Development
SC-183-C	Buncombe/North St and College St/Beattie Pl	Butler Ave to Church St	Transit-Oriented Development
SC-153-A	Hwy 153	Old Easley Bridge Rd to I-85	Transit-Oriented Development



Operations Strategies

- Managed Lanes
- Channelization or Delineation
- Access Management
- Special Event Management
- Traffic Incident Management (TIM)

Table 8. Identified Operations Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-85-D	I-85	US 25 to Roper Mountain Rd	Managed Lanes
US-29-C	Mills Ave/Church St	Henrydale Ave to Academy St	Channelization or Delineation, Special Event Management
US-29-B	Wade Hampton Blvd	Pine Knoll Dr to Buncombe Rd	Managed Lanes, Traffic Incident Management (TIM)
US-276-D	Stone Ave	Rutherford St to North St/I-385	Managed Lanes
US-276-A	Laurens Rd/Main St	Woodruff Rd to Main St	Access Management, Managed Lanes
US-25-F	Augusta Rd	Sandy Springs Rd to I-185	Access Management
US-123-A	Calhoun Memorial Hwy	Brushy Creek Rd to Hwy 153	Managed Lanes
SC-93-B	Main St	Liberty Dr to Dennis Dr	Special Event Management

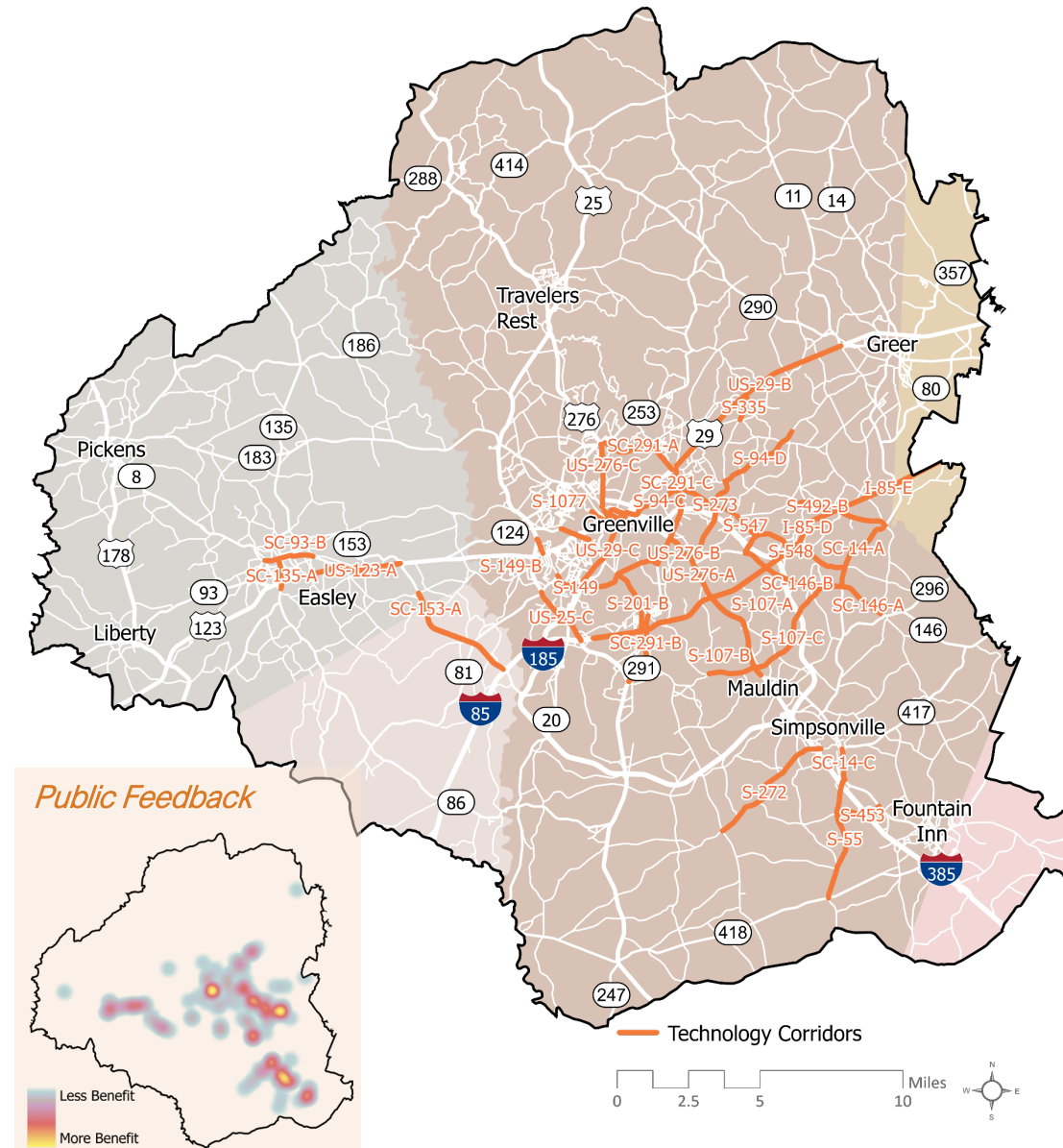


Technology Strategies

- Queue Warning
- Ramp Metering and Management
- Traffic Signal Coordination
- Integrated Corridor Management
- Real-Time Traveler Information

Table 9. Identified Technology Strategies

Corridor ID	Local Name	Extents	Recommended Strategy
I-85 E	I-85	Roper Mountain Rd to S-12	Real-Time Traveler Information
I-85-D	I-85	US 25 to Roper Mountain Rd	Traffic Signal Coordination (at interchanges), Real-Time Traveler Information
US-29-C	Mills Ave/Church St	Henrydale Ave to Academy St	Traffic Signal Coordination
US-29-B	Wade Hampton Blvd	Pine Knoll Dr to Buncombe Rd	Traffic Signal Coordination, Integrated Corridor Management
US-276-C	Poinsett Hwy	Stone Ave to Pleasantburg Dr	Traffic Signal Coordination
US-276-B	Laurens Rd/Main St	Pleasantburg Dr to Woodruff Rd	Traffic Signal Coordination
US-276-A	Laurens Rd/Main St	Woodruff Rd to Main St	Traffic Signal Coordination
US-25-C	White Horse Rd	Anderson Rd to I-85	Integrated Corridor Management
US-123-C	Academy St	College St to North St	Traffic Signal Coordination



Appendix B

Appendix B provides more details on each of the identified strategies. Each strategy includes:

- Strategy and Definition
- Impact
- Relative Cost
- Case Study

STRATEGIES

BICYCLE AND PEDESTRIAN EDUCATION

Educational programs help improve awareness and safety for all roadway users. Bicycle and pedestrian education help inform people about the rules and laws that apply to drivers, bicyclists, and pedestrians. These programs focus on how all roadway users should interact.



Impact

Educational programs highlight biking and walking as safe modes of transportation. These programs encourage people to choose biking or walking for shorter trips, such as going to school, work, or the grocery store. By increasing awareness, these programs can also improve safety by helping roadway users understand potential conflict points.

Implementing an education program is a good way to raise community awareness, although it may not be a comprehensive solution for reducing congestion. While the investment required for an education program is relatively low compared to other strategies, it may not reach the intended audience as effectively.

Case Study: Statewide, NC - Watch For Me NC

Watch For Me NC started as a pilot program in 2012 in Wake, Orange, and Durham Counties. Since then it has evolved, and is open to all North Carolina communities. Watch for Me NC provides materials to partner communities aimed at improving pedestrian and bicyclist safety via public education, community engagement, and high visibility law enforcement.

SAFE ROUTES TO SCHOOL PROGRAMS

Safe Routes to School programs are initiatives aimed at promoting and encouraging safe and healthy walking and biking to school. These programs incorporate a combination of education, infrastructure improvements, and encouragement activities to create safer and more accessible routes for students to commute to and from school.



Impact

By implementing infrastructure improvements such as sidewalks, crosswalks, and traffic calming measures, Safe Routes to School programs create safer routes for students to walk or bike to school, reducing the risk of accidents and injuries. Promoting alternative modes of transportation also helps to decrease the number of cars on the road during peak school hours, leading to less traffic congestion and improved air quality around schools.

Implementing Safe Routes to School programs often requires collaboration between multiple

stakeholders, including schools, local government agencies, transportation departments, and community organizations. Coordinating efforts and maintaining consistent communication can be challenging. Additionally, securing sufficient funding for infrastructure improvements and program implementation can be a hurdle. Limited financial resources may hinder the ability to make necessary changes to enhance safety and encourage active transportation.



Implementation

Prioritization and Programming

Monitoring

Update Cycle

Prioritization and Programming

The steps below show the framework to guide the order in which strategies should be explored during future studies:

1. Strategies to improve roadway operations via technology
2. Strategies to shift auto trips to other modes
3. Strategies to reduce person trips and shift travel behaviors via TDM tools
4. Strategies to improve roadway operations via construction
5. Strategies to add capacity

Monitoring

Data Collection and Post-Implementation Evaluation

- Step 1: Determine Performance Criteria and Analysis Periods
- Step 2: Collect Data
- Step 3: Evaluate and Compare Data
- Step 4: Additional Considerations

Update Cycle

For regions in air quality attainment such as GPATS, MPOs must update their long-range transportation plans every five years. Although there is no federally-required update cycle for CMPs, linking the update cycle with a long-range transportation plan (LRTP) update or updating the CMP sooner than every 5 years can aid in streamlining the two activities.

Questions?

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