

<p>AGENDA GPATS POLICY COORDINATING COMMITTEE October 21, 2019 301 University Ridge, Suite 400 - Greenville County Square 10:00 a.m.</p>

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|----------------|----|--|--|
| | 1. | CALL TO ORDER / WELCOME AND INTRODUCTIONS | <i>Chairman
Councilman Butch Kirven</i> |
| action: | 2. | APPROVAL OF THE AUGUST 19, 2019 COMMITTEE MINUTES | <i>Attachment 1
Chairman
Councilman Butch Kirven</i> |
| | 3. | PUBLIC COMMENT | <i>Chairman
Councilman Butch Kirven</i> |
| | 4. | SCDOT PROJECT STATUS UPDATE | <i>Attachment 2
Casey Lucas
SCDOT Project Manager</i> |
| action: | 5. | GPATS TRANSPORTATION PERFORMANCE MEASURES UPDATE | <i>Attachment 3
Brennan Hansley</i> |
| action: | | - LRTP AMENDMENT | <i>GPATS Transportation Planner</i> |
| | | - TIP DOCUMENT AMENDMENT | |
| | 6. | SCDOT FEASIBILITY REPORTS PRESENTATION | <i>Attachment 4
Betsy McCall
SCDOT Office of Planning</i> |
| action: | 7. | GPATS 2020 MEETING SCHEDULE | <i>Attachment 5
Keith Brockington
GPATS Transportation Manager</i> |
| | 8. | NEW BUSINESS | |
| | | - FTA Section 5310, Elderly and Disabled – Call for Projects | |
| | | - \$579,776.90 available, until January 17th | |
| | | - GDOT High-Speed Rail Tier I EIS – Public Meeting | |
| | | - October 23 rd , 5:30 - 8pm, Greenville County Square, Suite 400 | |
| | | - Plan Greenville County – Comprehensive Plan Unveiling | |
| | | - October 24 th , 6 - 8pm, Greenville Convention Center | |
| | 9. | ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
August 19, 2019
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Butch Kirven, Senator Loftis, Representative Burns, Representative Collins, Representative Smith, Councilor Costner, Councilor Davis, Councilor Hudson, Councilor Meadows, Councilor Norris, Councilor Seman, Councilor Tripp, Mayor Amidon, Mayor Cook, Mayor Danner, Mayor Durham, Mayor Petersen, Mayor Raines, Mayor White, George Campbell, and Keith Brockington

OTHERS PRESENT: S. Holt, B. Groel, H. Hahn, A. Ikein, D. Montgomery, H. Gamble, J. Caime, D. Satterfield, R. Wyatt, B. Sanderson, M. Bogart, M. Holden, C. Lucas, E. Haley, R. Ward, B. Madden, D. Dyrhaug, S. Amell-Jackson, V. Holmes, J. Parkey, R. Sloan, C. Link, J. Chandler, M. Pleasant, E. Dillon, K. McCormick, K. Sullivan, J. Keel, A. Lovelace, and J. Henderson

CALL TO ORDER/WELCOME

Chairman Kirven called the meeting to order at 10:06 a.m. Chairman Kirven welcomed all in attendance and thanked all to help make the needed members for a quorum.

APPROVAL OF THE JUNE 3, 2019 COMMITTEE MEETING

MOTION: By Councilor Norris, seconded by Mayor Durham to approve the minutes of the June 3, 2019 Committee meeting. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no individuals signed up for public comment.

SCDOT PROJECT STATUS UPDATE

Casey Lucas addressed the Committee members with a brief presentation of projects that have moved forward since the last Policy Committee meeting. The items were included in the agenda packets. She advised the Woodruff Road Parallel Project Environmental Assessment (EA) was just submitted to FHWA last week for review. She stated the next step would be to receive a signed EA around October 2019 and then have a public hearing near the end of the year. She advised the TAP Projects for City of Fountain Inn Woodside Streetscape and Pickens Downtown Doodle Connector are being bundled together to hire a consultant for design; in the meantime SCDOT has completed in house surveys for both and the surveys will be given to the selected consultant. She stated the Town of Central is the newest TAP application received by the Federal Grants

Office and is being processed for preconstruction. She stated the following projects are waiting for utilities to be certified.

- Roper Mtn Rd
- Roper Mtn Rd Ext
- SC-153 Intersection Improvements
- S-164 Gibbs Shoals Road

She explained even though S-164 Gibbs Shoals Road Project is not a GPATS Guideshare Project it does fall within the GPATS' boundaries. Ms. Lucas then showed the Committee members progress slides of projects.

Representative Smith asked the question if the monies appropriated from several years ago are being used or is it monies from the new gas tax for the bridges.

Ms. Lucas advised the bridges she was showing at the time of his question are from the SC-153 Extension and funding for these bridges was from the Guideshare awarded back in November 2017.

Ms. Lucas stated that SCDOT has created a website for construction updates for the S-164 Batesville and Woodruff Rd Widening Projects which can be accessed on the SCDOT's website. She advised she will relay all information shared from this meeting to the Environmental Team with SCDOT which updates the website making it available to the public.

Ms. Lucas made herself available for any questions.

Mayor Raines stated at the last meeting he inquired if the Swamp Rabbit Trail will be in line with the same schedule as the Butler Rd improvements, he noticed the Swamp Rabbit Trail did not show Mauldin's listed projects.

Ms. Lucas stated she was advised the TAP Swamp Rabbit Trail Extension Project was placed on hold.

Keith Brockington stated the Mauldin portion of the Swamp Rabbit Trail is not a TAP Project and will be a stand-alone Guideshare Project which will extend from CU-ICAR to Butler Rd. He stated once the scope has been determined for the Butler Rd Project the Swamp Rabbit Trail will be incorporated and will appear on the Guideshare once they begin to move forward with the project.

Councilor Norris wanted Committee members and guests to know she is very proud of the Hampton Avenue Bridge and hopes it does not take much longer to complete.

Ms. Lucas advised it is currently in construction.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT AC #1

Keith Brockington addressed the Committee members on the Amendment AC #1 financial statement which was included in the Committee's agenda packet. He advised of the following changes:

- Roper Mtn Rd
 - Shift Construction funds from FY2019-2020 to FY2020-2021
 - Increase FY2021 Construction funding by \$1 million
- Roper Mtn Ext
 - Shift Construction funds from FY2019-2020 to FY2020-2021
 - Increase FY2021 Construction funding by \$2 million
- Butler Road
 - Increase FY2024 Construction funding by \$5.5 million

Mr. Brockington stated the funding for Butler Road is not an increase of funds to this project but these funds were originally included in several generations of the TIP; however, in the 2016 TIP this amount was showing in the remaining cost column but was not included when preparing the 2018 TIP.

Mr. Brockington made himself available for any questions.

MOTION: By Representative Smith, seconded by Mayor White to approve TIP AC #1 Amendment. The motion carried unanimously by voice vote.

HIGHWAY SC-14 CORRIDOR STUDY PRESENTATION

Mr. Jon Camie, Laurens County Administrator, addressed the Committee members illustrating the need for the Hwy SC-14 Corridor Study in Laurens County. The information was included in the Committee's electronic packet with a link to access the Hwy SC-14 Corridor Study. He advised this study is currently being prepared by consultants with Thomas & Hutton. He stated the study will be included in the Laurens County long-range planning process. He stated due to the ongoing growth occurring at the ZF Transmission Plant, with 2,000 plus employees and the upcoming Connexial Center Industrial Park, there is an overdue need to fix interchanges from exits 22 through 18. He then introduced the consultants with Thomas and Hutton to give their presentation to the Committee members on the study.

Mr. Brad Sanderson and Ms. Mary Bogart with Thomas & Hutton gave a slide presentation of the Hwy-14 Corridor Study. Mr. Sanderson advised the study area reaches from exit 22 to Friendship Church Rd near ZF Transmission Plant. He stated one part of the study was to identify challenges within the Corridor and explained how exit 19 has major issues with the interchange with all the on and off ramps converging in one location but all the industrial development is on the other side of the railroad tracks. He explained how the 3,000 plus people which arrive at this destination along this corridor must come and merge at the one location then all cross the railroad. He stated the purpose of this study was to review existing conditions of traffic along the

corridor, he noted there had been one failure at Abercrombie, three failures at exit 19, and two additional failures at Friendship Church Rd.

Ms. Bogart continued the presentation explaining how the study was created and the four steps involved.

- Collect data
- Model the traffic conditions
- Develop future traffic projections
- Model the conditions off the interstate then look at projections and compare with industry standards

Ms. Bogart stated in phase one the concerns were at Friendship Church Rd and Owens Rd. Additionally up north breakdowns were occurring at exit 22. Phase two became worse in the breakdowns in the southern portion of Friendship Church Rd and Owens Rd. She advised conditions continued to get worse at Woodfield Industrial Park access point off ramp I-385 and then at the intersection of Hunts Bridge Rd and SC-14. Phase three had unacceptable traffic conditions and congestion which is what drivers tend to avoid and was prevalent throughout the study area.

Ms. Bogart advised the study has three locations which were selected to improve the level of service; the first area is a four way intersection at Hunts Bridge Rd and the on ramp to I-385 and SC-14 located in the northern section. She stated they recommend Woods Drive be relocated which would allow it to be a standard intersection then later have a traffic signal or roundabout. She advised it would cost \$1.63 million to place acceptable traffic conditions in this area. She stated the southbound off ramp at exit 22 with some minor widening and signalization would bring this to acceptable conditions. The third area was the access points to the Woodsfield Industrial Park which is partially developed but will need some widening and signalization. She advised there are still some concerns in regards to the southern section of the study area about the geometry of exit 19. She stated all the movements at exit 19 cross the same point which is an unusual setup for an interchange and not conducive for traffic. She advised with the Connexial Industrial Park there is no accommodating access point east of I-385, which needs to be addressed. She stated the northern area widening and improvements can be done at the cost of \$4 million; however, in the southern area further funding is needed to study exit 19 on a larger scale. She advised they will continue to submit for build transportation grants and SCDOT planning and funding opportunities.

Mr. Sanderson continued the presentation stating the calculations for improvements would cost \$4 million with preliminary designs and a new interchange would cost \$57 million. He stated before the Interchange Justification Report (IJR) the expected cost is around \$1.7 million. He advised they submitted a build transportation grant application last year requesting \$1.7 million for the IJR and another build transportation grant was recently submitted for both IJR and interchange. He then presented slides showing what exit 18 would look like after all these changes.

Chairman Kirven advised the study presentation is requesting GPATS Policy Committee endorsement only and that it does not come with any commitment of funding but would allow GPATS Study Team and Staff to work with the study area and refine it with possible projects resulting from this study.

Mr. Sanderson and Ms. Bogart made themselves available for any questions.

A question was asked that the memo stated the endorsement would also direct Staff to develop future amendments to the GPATS Long-Range Transportation Plan (LRTP) if this would encumber and change in some regard.

Mr. Brockington advised this study will assist Staff to assess if projects can be brought forth into adoption into the LRTP. He stated half of the study area is outside of the GPATS boundary which stops at the ZF Transmission Plant. He advised that exit 18 to exit 19 are currently outside of the GPATS area but the I-385 and SC-14 being a primary corridor is relevant to GPATS area. He explained an endorsement does not encumber GPATS to any funding, but with any study or request from an area with projects that would likely be included in the LRTP Staff would then be able to take the study and work with SCDOT to be submitted to SCACT 14 and then be placed in the project list.

Another question was asked if another MPO or other funding organization is in place to the south of Greenville County which includes the Laurens and Clinton areas.

Mr. Brockington advised the upper Savannah COG covers the unurbanized areas of Laurens County and they are aware of this study. He advised with the upcoming new census GPATS may see new expansion in 2022 and, given the growth of Laurens County, it is very possible this area may be brought into GPATS.

Representative Smith wanted the Committee members to know he has a client in Gray Court which may be impacted by from this study and he will be abstaining from this vote.

MOTION: By Mayor Raines, seconded by Councilor Seman to endorse the Hwy SC-14 Corridor Study for Laurens County. The motion carried unanimously by voice vote with one abstention (Representative Smith).

SCDOT REGIONAL TRANSPORTATION FORUM UPDATE

Keith Brockington addressed the Committee members with a summary from the SCDOT Regional Transportation Forum he and Chairman Kirven attended. He stated should the Committee members have any questions he may need to redirect them to SCDOT. He advised this will be a summary of information from the two hour presentation SCDOT gave at the forum.

- Gas tax funds over a billion dollars of road and bridge contracts have been issued against the trust fund cash balance. To date over \$700 million has been generated to this trust fund balance. Amount of \$659 million over 200 thousand miles of paving, \$106 million for over 700 miles of road and safety projects, \$11 million for 13 additional bridge projects, and \$246 million to assist in widening of interstates.
- SCDOT pays contractors as they complete the work not before. \$1 million will repave two and half to three miles of two-lane highways and one penny of the gas tax generates \$33 million in revenue.
- Regional Safety Projects with emphases on fatality and serious injuries with the primary areas of concern are night time and road departures. Data is based from 2013 through 2017.
 - \$50 million Rural Road Safety Program
 - \$11 million Interstate Safety Program
 - \$9 million Rumble Strip Installation
 - \$22 million Intersections and High-Risk Locations
 - \$13 million towards Intersections
 - \$4 million Railroad Safety
 - \$5 million Work Zone Enforcement and Target Zero Enforcement Teams (previous allocated)
 - \$5 million Road Safety Assessment and Implementations
 - \$5 million Vulnerable Road Users which are Pedestrians and Bicycles Safety Projects

Mr. Brockington advised this would make the annual funding cost \$99 million.

Mr. Brockington stated fatalities and serious injuries emphasis areas are roadway departures, intersections, and non-motorist have gone down slightly in 2018 since the 2013 - 2017 data with the exception of non-motorist category. He advised one counter measure being talked about is roundabouts which completely eliminates the crossing points and reduces the likelihood of a fatality or serious injury; another possible counter measure is a restricted crossing U-turn or an R-CUT. He explained this measure is where left turns are prohibited at intersections with major highways. Instead the driver is forced into a right turn and then a U-turn. He stated these movements have been calculated and in many cases it is faster to make the right turn and then a U-turn rather than to wait for an opening to make a left turn. He advised it not only is improving congestion and travel time but is also greatly improving safety due to removing left turning movements which create right angle crashes as well as removing suicide lanes.

Mr. Brockington presented a slide of the Rural Road Safety Projects showing areas that are in GPATS boundaries but stated the presentation was tailored for the Appalachian Council Government Region which showed the Anderson, Cherokee, Greenville, Oconee, Pickens, and Spartanburg areas. He stated Highway Safety Improvement Projects includes Anderson, Greenville, Spartanburg, and Cherokee and the Road Safety Audits

will have two on US-29 and one on SC-183 but the Woodruff Rd and White Horse Rd have been completed. He mentioned anyone with questions can contact Duncan Smith with SCDOT and he will provide Mr. Smith's email should they want to contact him.

Mr. Brockington advised all projects moving forward will have Feasibility Reports (FR) done. He stated Betsy McCall is the contact person at SCDOT regarding FR and should anyone want to contact her he will provide them with the information. He stated the main goals of a FR is to develop the purpose and need, project goals, scope, cost, and schedule early on in the planning phase of work prior to the scheduling of full preliminary engineering right-of-way acquisition and construction. He advised this has already occurred in the Transportation Improvement Program (TIP) adopted in June which several hundred thousands of dollars were allocated to the new projects but did not show allocation of the full millions of dollars required to implement these projects. He stated funding allocated is to complete the FR to further refine the cost and scope before fully programming the project. He advised a Project Development Team (PDT) is selected that consists of stakeholders who will develop the document and it will serve as an agreement between the Department and Project Sponsor. The accomplishments of the FR will include:

- Acts as a Living Document
- Documents Project Goals and Scope
- Documents Decisions and Discussions
- Documents Project Timeline

Mr. Brockington advised the FR process overview is completed in four parts; PDT Scoping Meeting, Final PDT Meeting, Subcommittee Meeting, and Report Compilation and Adoption. He stated the Adoption would be given to the Policy Committee. He advised the PDT representative for GPATS would:

- Keep the Technical Advisory Committee and Policy Committee up-to-date with all discussions and concurrences within the PDT.
- Funnel Committee Information to the PDT
- Present FR to Policy Committee for adoption

Mr. Brockington stated the Policy Committee would give any comments to the PDT Representative, ask for any clarifications, and sign the FR. He advised once the FR is done and it is determined the project is not feasible it avoids spending millions of dollars and getting committed to a project then having to find a way to repay the Federal Highway Administration. He stated the FR assists with finding a less expensive way to move forward with preliminary engineering.

Mr. Brockington then presented a slide presentation on Multimodal Transportation Plan (MTP) Horizon2040. He advised the SCDOT is moving forward with their MTP which will include an Interstate Plan, Freight Plan, Strategic Corridor Plan, Rail Plan, Statewide Transit Plan, and Statewide Strategic Safety Plan. He stated this will include all modes of

transit. He advised SCDOT is currently doing a survey and will be open until the end of the month. He stated a link to this survey was sent to all stakeholders by GPATS. He advised SCDOT will be looking at adopting the MTP at the beginning of next year.

Mr. Brockington then presented an overview of the Utilities Bill Act 36. He stated this is to assist in expediting state, county, and municipal infrastructure improvement projects by aiding public water and sewer utilities in relocating impacted facilities and was signed into law on May 13, 2019. He advised the GPATS Guideshare Projects will be assuming a larger portion of relocation and design costs on small public water and sewer utilities and up to 4% of the original construction bid amount of the TIP for larger public water and sewer utilities relocation.

Mr. Brockington stated the County Transportation Committee (CTC) is a partnership between SCDOT and 46 counties. He advised it is codified in State Law. He stated the current amount of funding is a little over \$96 million and the CTC uses a three part formula for projected distribution (Land Area, Population, and Rural Road Mileage). He advised 25% is required to be spent on State system and there is also a Donor Bonus which is allocated by formula. He stated the revisions to the C-Fund Law (Act 40) gas tax has increased from 2.66 ¢/gallon to 3.99 ¢/gallon increasing 0.3335 ¢/gallon each July 1 until year 2021 and the entire new money is required to be spent on State system. He stated the Donor Bonus increased from \$9.5 million to \$17 million in the State Fiscal Year 17/19 and up to additional \$3.5 million divided among eligible counties. He presented a chart slide which showed in fiscal year 19/20 Greenville received a Donor Bonus over \$2 million. He advised the CTC types of projects are Furtherance of County Transportation Plan, State or Local Projects, Serving a Transportation need which is open to the public or owned by a government entity or part of a road network, Resurfacing, Matching other Transportation Projects, and Capital Improvements.

Mr. Brockington advised the SCDOT's Transportation Alternatives program (TA), previously called (TAP), is to expand travel choices and improve the transportation experience; also, to connect communities by providing funding to rebuild our bike/pedestrian transportation system in order to provide for the safe and efficient movement of people. He stated SCDOT awards TA funds to local governments through Transportation Management Areas (TMAs) or Small and Non-Urban Areas. He advised the TA grant will fund up to 80% of eligible project costs but not to exceed the maximum funding award and requires at least 20% local match. He stated there is a new item with FAST ACT requirements. He advised the grants have a performance period of 4 years which is from the Federal Funding Award Year plus three years. He stated that these projects need to be completed as quickly as possible before the funds lapse. He advised these funds are to be used exclusively for Pedestrian Facilities, Bicycle Facilities, Streetscape Projects, and Activities formally eligible under the Safe Routes to School Program. He stated GPATS accepts applications for TA Projects in the spring and are presented to the Committee to be included in the TIP at the May or June meeting. He advised to ensure project proposals are eligible Local Public Agencies (LPA) are encouraged to coordinate with SCDOT during the early stages of the development of the

TA application. He advised things to consider when submitting an application is to have a well-defined project scope, detailed cost estimate up front, availability of matching funds, and recommends the project be vetted by SCDOT first.

Mr. Brockington then showed a slide of SCDOT Coordination Gaps:

- Resurfacing – SCDOT, MPO/COG, CTC's Counties
- Bike/Ped Plans – SCDOT Planning Division, MPO/COG, CTC's Counties
- Intersections Projects – SCDOT Traffic Division (Safety & Operational), MPO/COG, CTC's Counties
- Grant Applications – SCDOT, MPO/COG, CTC's Counties
- Match Programs – SCDOT is assessing the interest in this

Mr. Brockington was asked by SCDOT to remind everyone they can access the project viewer from SCDOT website scdot.org and selecting Public Involvement Portal which is located in the Programs & Projects tab on the website. He advised you can view all projects within the GPATS area and get information such as who to contact at SCDOT regarding the project.

Mr. Brockington made himself available for any questions.

NEW BUSINESS

Mr. Brockington addressed Committee members stating he and Chairman Kirven met with a small delegation of planners from MetroPlan MPO located north of Little Rock, Arkansas. He advised they are planning another trip to Greenville to determine where they want to go as an MPO. Every two years, along with their committee; they travel around the country to other MPOs that are the size they are vastly approaching. He stated they are approximately the size of Spartanburg MPO and are foreseeing issues like what GPATS is currently experiencing and also want to experience the triumphs which GPATS has put in place to capitalize on. He stated they will visit October 2nd and 3rd and he is currently aware they want to spend a day with the City of Greenville, tour BMW, Swamp Rabbit Trail, and visit Travelers Rest. He advised they are still finalizing their itinerary and he will share with the Committee as their plans come available.

Mr. Brockington made himself available for any questions.

Mayor Knox advised Committee members the Woodruff Rd By-pass will be opened after Labor Day.

Chairman Kirven asked Mayor Cook if he was able to provide any updates from the Pickens area.

Mayor Cook advised how he wanted to thank the Highway Department for their work on resurfacing Hwy-123 at night. He stated he received a lot of positive comments from citizens. He stated Hwy-123 between Liberty and Clemson is currently being repaved

and there is still a lot of congestion. He hopes they will be finished a week from Thursday night.

Chairman Kirven asked if the area is completed under the railroad trestle.

Mayor Cook stated it was completed. He stated he believes the Amtrak station is getting ready to open or has reopened.

ADJOURNMENT

MOTION:

By Councilor Norris to adjourn, without objection Chairman Kirven adjourned the meeting at 11:16 a.m.

Submitted by Recording Secretary

GPATS PROJECT STATUS REPORT

 PROJECT SCOPE			 CURRENT STATUS	 PAST NOTE SUMMARY	 NEW COMMENTS	
GPATS TIP/ Guideshare	S-164 Batesville Rd Widening	0037686	Widen 2.2 miles of S-164 Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road. Design by Vaughn & Melton Consulting Engineers.	In Construction Est. Completion: 11/2021	Project let 03/12/2019. Awarded to Eagle Construction. (\$16,635,841.52) Pre-Con held mid-May 2019. Construction began 6.5.19.	Clearing and grubbing within right of way is complete. Utility relocations are ongoing. Construction of the Drilled Shafts portion of the Rocky Creek Bridge foundation has begun. The project is still on schedule.
	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 to be approved for the STIP during the October Commission Meeting.
	SC 153 Extension	0039309	Easley - extend SC 153 from US 123 to Saluda Dam Road, a distance of 3 miles, including new bridges over Norfolk-Southern railroad and Hamilton Creek.	In Construction Est. Completion: 12/2020	Currently on schedule. Work on all bridges in continuing. MSE wall construction has been completed for the NSRR bridge. Grading and filling operations still underway.	All 3 bridges, utility reloc. work & roundabout 2 at Latham Rd. are nearly complete. Asphalt Base and Intermediate courses have been placed on each side of Hamilton Creek leading to the bridge as well as leading from the NSRR bridge to roundabout 2. Curb and gutter placed along Rolling Hills, with asphalt base anticipated within the next 2-3 weeks. The project is still several months ahead of schedule.
	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: 12/2020	Project let 04/09/2019. Awarded to Sloan Construction. (\$9,665,817.48). Construction began 7.15.19	Clearing and Grubbing/Perimeter silt fence complete. Moving items are in progress, Utilities are working on relocations. Construction website is live.
	SC 14 improvement	0041443	Greenville County - between Five Forks Road and Bethel Road; add dual left turn lanes at Five Forks Road and at Bethel Road, improve the Five Forks Rd/Parkside Drive intersection, and add one lane in each direction to SC 14 between the two intersections	Est. Completion: 12/2019	Weather has impacted construction progress, however the wall along Bethel Road is almost complete, and the contractor will begin grading later in the spring.	Walls 1,2,3 complete. SC296 Crossline complete. Waiting for Prime to return, (est. 9/23) to begin backfill of walls.
	Roper Mountain Road	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 ROW	Plans are completed. Awaiting UT & RW certifications. Risk: Construction cost and UT phase to increase based on construction plan estimates and UT agreements needed for certification.	0041471 - REWA, Greenville Water, and PNG utility submittals still need additional work.
	Roper Mountain Rd. Extension	0041472	Greenville County - Improvements between Pelham Road and Roper Mountain Road in Greenville County; 3 lanes with curb/gutter/sidewalk/bike lanes. Design by HDR.	Current Let Date: 02/2020	Utility phases were increased in the TIP to cover estimated agreement cost (8/19)	0041472 - Greenville Water and PNG utility submittals still need additional work.
	Woodruff Road Parallel	P028743	The purpose is to reduce congestion on Woodruff Road; tentative limits are from the Woodruff Rd./Mall Connector Road area to the Woodruff Rd./Smith Hines Rd. area, but NEPA process will define actual project limits. Design by Infrastructure Consulting & Engineering.	In NEPA Process Current Let Date: TBD	With approval of new TIP in June 2019, alternative 6C will be the preferred alternative. FHWA reviewing draft EA, and noise study is underway.	EA to SCDOT to review followup with a complete package for his distribution to FHWA early next week.
	SC 153 Intersection Improvement	P028744 P037434	Powdersville - Intersection improvements at SC 153 & S-143 River Road and SC 153 at S-94 Old Pendleton Road	In ROW Current Let Date: 02/2020	Project in the ROW phase as of 5/2018. Awaiting UT & RW certifications.	Working through utility agreement with Duke. Require UT certification can not happen until agreement is in place. Letting shifted accordingly.
	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.	consultant negotiations Current Let Date: TBD	Consultant negotiations began 1.24.19.	
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.		

	 PROJECT SCOPE		 CURRENT STATUS	 PAST NOTE SUMMARY	 NEW COMMENTS	
Interstate	I-85/I-385 Interchange	0038111	Greenville County - A design-build project to upgrade the I-85/I-385 interchange and to complete the 6-laning of I-385 between Butler and Roper Mountain Road.	<i>Est. Completion: 12/2019</i>	Awarded to Flatiron Constructors/Zachry Construction Corp Joint Venture (\$231,116,087.00) . Construction began late 1/2016.	
	I-85 Widening		Greenville County - from SC 153, Exit 40, to near SC 85, Exit 69: widen to 8 lanes.	In Planning	Expected to be a design-build project, tentative construction beginning 2025.	
	I-385 Pavement Rehabilitation	P027223	Greenville County - Rehab and resurface I-385 from near Stone Avenue to Roper Mountain Rd.	In Construction	Let 5/2016 but no bids received; re-let 8/2016. Awarded to: Sloan Construction (\$24,465,783.66). Construction began late 2016. A construction change order has been completed (surveys and cross slope correction plan)	
	I-85/SC 290 Interchange	P027379	Spartanburg County - convert the existing diamond interchange to a diverging diamond and improve the ramps. Design by Kimley-Horn & Associates.	In Preliminary Engineering	tentative construction 2021	
	I-85 Widening	P027114	A design-build project to widen I-85 from S-57 (Gossette Rd) at Exit 80 to SC 18 Shelby Highway) at Exit 96.	<i>Est. Completion: 8/2021</i>	Awarded to: Blythe/Zachry (\$435,576,907)	
Bridges	S-164 Gibbs Shoals Road	0027178	Greer - S-164 Gibbs Shoals Road over Enoree River bridge replacement	In ROW Current Let Date: 02/2020	Utility coordination is still underway. Awaiting UT certification. Letting was shifted accordingly.	Working through utility agreement with Duke. Require UT certification can not happen until agreement is in place. Letting shifted accordingly
	S-75 Mt. Lebanon Church Road	P029127	Greenville/Spartanburg - S -75 bridge replacements over M. Tyger River and tributary of M. Tyger River	In Construction Est. Completion: 04/2020	Let 7/2019. Project awarded to E.S. Wagner Company, LLC (\$5,376,023.67)	Preconstruction meeting held 9.4.19
	S-272 W. Georgia Road	P028355	Greenville County - S-272 West Georgia Road Bridge Replacement over Reedy River. Bridge design by SCDOT, road design by CECS.	In Construction Est. Completion 6/2020	Let 12/2018 and awarded to GLF Construction Corporation \$5,592,320.00. PreCon Meeting 2.8.19	Bridge abutments 90% complete. Set beams Oct/Nov. Earthwork and drainage activities currently active.
	<i>US 29 Church Street</i>	<i>P028821</i>	<i>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.</i>	<i>on hold</i>	<i>project on hold</i>	
	S-154 over Huff Creek	P038260	S-154 (Mckelvey Road) over Huff Creek Bridge Replacement (Y2 On-System Bridges)	Securing a Turn Key Consultant	RFP advertisement posted in June	
TAP & LPA	City of Fountain Inn Woodside Streetscape	0042551	Installation of ADA compliant sidewalks and shared use path beginning at the intersection of 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 PE Current Let Date: 12/2020	Request to re-activate project. No longer LPA administered, now SCDOT administration of RW and CON phases. Awaiting design revisions for Q/A review.	
	Hampton Ave. Ped Bridge	P027367	Greenville County LPA project - construct a new pedestrian bridge over the Norfolk Southern switching yard between E. Bramlett Road and Montgomery Avenue	In Construction Est. Completion: TBD	Let and awarded to Crowder Construction (\$1,431,119.50). PreCon Meeting 2.20.19	Pedestrian bridge installation anticipated for 11.02.19.
	Ragsdale Rd. Sidewalk	P028261	Anderson County TAP- installation of 2500' if ADA compliant concrete sidewalk to connect Powdersville Schools with adjacent subdivisions.	In PE Current Let Date: 12/2020	Additional funding was secured, and preliminary engineering is beginning on this project.	
	Minor Street Sidewalk	P032168	Town of Williamston TAP - Install concrete sidewalks on Minor Street from the Town Hall to the ball fields.	In ROW Current Let Date: 5/2020	Now in ROW, permissions only. The let date will move forward to summer 2019.	
	<i>Swamp Rabbit Trail Extension</i>	<i>P029824</i>	<i>City of Simpsonville TAP- Multi-use path between Trade Street and Loma Street in. 2,700' multi-use path adjacent to railroad tracks.</i>	<i>On Hold</i>	<i>Coordinating with Carolina Piedmont Railroad and the City of Simpsonville to determine project feasibility</i>	
	Woodruff Road Sidewalk	P029891	City of Greenville LPA - Construct new sidewalk along the north side (only) of Woodruff Road from Roper Mountain Road to Old Country Road (near I-85)	In Construction	Awarded 5/2018 to Saluda Construction (\$631,815.10). Notice to Proceed issued 8/13/18 with 120 calendar days for completion.	
	Riverside Middle School Sidewalk	P030103	Town of Pendleton TAP - Repair existing & add new sidewalk & ped crossings & improve drainage along Riverside St from Thompson St to Riverside Middle School.	In ROW Current Let Date: 5/2020	RW began 3/2019	Currently working through utility conflicts and possible utility agreements. Utility issues may shift proposed let date.

 PROJECT SCOPE			 CURRENT STATUS	 PAST NOTE SUMMARY	 NEW COMMENTS	
TAP & LPA	Clemson University Trail	P036945	1.3 mile bike/ped trail along W. Queen Street just south of City of Clemson	In PE Current Let Date: 12/2021	Toole Design Group has begun preliminary design work. Surveys have been completed. Review of design alternatives is underway.	
	Pickens Downtown Doodle Connector	P038168	Shared use path of existing Doodle Trail along E. Cedar Rock St. from Hampton Ave. to S. Lewis St and along S. Lewis St from E. Cedar Rock St to Main St in downtown Pickens	In PE Proposed Let Date: 2/2021	Project going TAP On-Call consultant. Currently in the process of securing a consultant. Surveys have been completed.	Contract is being routed for execution.
	City of Fountain Inn Woodside Park Connector	P038173	Converting existing trail connecting Woodside Park to Fairview St Park to an 11' wide shared use path	In PE Proposed Let Date: 2/2021	Project going TAP On-Call consultant. Currently in the process of securing a consultant. Surveys have been completed. Surveys have been completed.	Contract is being routed for execution.
	Clemson University Trail - Segment 2	P038477	Approximately 1 mile shared use path beginning at the intersection of Perimeter Rd and Old Stadium Rd and ending near trail head of Clemson University Trail (P036945) at the intersection of W Cherry Rd and W Queen St	In PE Proposed Let Date: 03/2024	Clemson University ARC grant enhancement project located within GPATS boundary. Requested TIP/STIP inclusion. FPA executed 7.8.19.	Awaiting STIP inclusion.
	Haywood Rd Sidewalks	P038746	City of Greenville LPA - Installation of approximately 1600 LF of sidewalk along Haywood Rd beginning at I-385 bridge	In PE	TAP funds approved for Construction services. SCDOT preparing FPA agreement	TAP funds approved for all phases of work (PE,RW,CON). Revised FPA request for signature sent to City of Greenville 9.13.19
Fed. Earmark	Fairforest Way Phase 2	0036167	City of Greenville LPA - widen Fairforest Way to five lanes from Ridge Road to US 276, Laurens Road.	In Construction	NTP for construction services issued 7.16.19	
	Fairview St. over I-385 Rehab	P037790	City of Fountain Inn - hydro demo and latex overlay Fairview St. bridge (S-543) over I-385	In Construction Est. Completion: 11/2019	Project awarded to NHM Constructors, LLC (\$293,524.00)	Preconstruction Meeting held 8.28.19. Bridge expected to be closed from 10/4-10/18/2019
	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 Proposed Let Date: 1/2024	City of Simpsonville Earmark funding (FPA executed 2.26.19) with Greenville CTC Match. Project going Road On-Call. Scoping mtg held 05.07.19. Process to secure road on-call consultant is underway.	



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Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 21, 2019

SUBJECT: GPATS Performance Measures Update, LRTP & TIP Amendments

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 FY2020 – 2025 TIP Document to bridge between Transportation Performance Measures (TPMs) from the LRTP into project selection and implementation.

The Performance Measure Targets being amended are:

- Safety

Brennan Hansley will be presenting on the changes to both documents. GPATS will be required to either adopt the State targets or create their own and incorporate them into the LRTP and TIP by February 27th, 2020 in order to stay compliant with Federal Regulations.

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

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

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

FEDERAL REQUIREMENTS

Targets

- GPATS is required to establish performance targets no later than 180 days after SCDOT or a public transportation operator sets performance targets.
- For each performance measure, the policy committee will either decide to support a statewide target or establish a quantifiable target specific to the planning area.
- SCDOT, MPOs, and public transit operators must coordinate performance measure targets to ensure consistency to the extent practicable.

Reporting

- *Horizon 2040* must describe the performance measures and targets, evaluate the performance of the transportation system, and report on progress made.
- The TIP must link investment priorities to the targets in the LRTPs and describe, to the extent practicable, the anticipated effect of the program on achieving established targets.
- GPATS must also report to SCDOT the baseline roadway transportation system condition, performance data, and progress toward achieving targets.

Assessments

- FHWA and FTA will not directly evaluate GPATS' progress toward meeting performance measure targets. Instead, GPATS' performance will be assessed as part of regular cyclical transportation planning process reviews, including Transportation Management Area certification reviews, small MPO self-certification reviews, and the Federal Planning Finding, which is associated with approval of the STIP.
- FHWA will determine if SCDOT has met or made significant progress toward selected targets for the highway system.

SAFETY

South Carolina has the highest traffic fatality rate in the nation. It is 67% higher than the national rate and 40% higher than the states in the Southeast. Reducing the number of transportation-related collisions, injuries, and fatalities is SCDOT's highest priority and makes safety everyone's business. In 2011, the Director of the South Carolina Department of Public Safety (SCDPS), who also serves as the Governor's Representative for Highway Safety in South Carolina, announced the Agency's goal of zero traffic-related deaths for the State. This goal, also strongly supported by SCDOT and the South Carolina Department of Motor Vehicles, became the starting point for the State's update of the strategic highway safety plan (SHSP), entitled Target Zero. Target Zero is an aspirational goal for South Carolina and is based on the philosophy that no fatalities

are acceptable. The state will set targets advancing this goal during the next 20 years. For more information on statewide efforts to reach this goal, see Appendix E (see <http://www.gpats.org/plans/horizon2040>).

Safety Needs within the GPATS Region

SCDOT provided a safety workshop for GPATS with data specific to the study area boundary. The workshop examined the crash data within the GPATS region to provide some perspective on what safety problems the region is experiencing. Potential focus areas include:

- Roadway departure
- Intersections
- Access management
- Non-motorized roadway users

These areas could be influenced by GPATS as a project moves through the planning, programming, and delivery process.

More detail on these problem areas and traditional engineering countermeasure techniques can be found in Appendix E (see <http://www.gpats.org/plans/horizon2040>).

Safety Strategies

The safety of the regional transportation system is a top priority for GPATS. Therefore, additional Guideshare funding has been allocated in the *Horizon 2040* financial plan for safety and intersection improvements. Making these projects a priority should help move the baseline and improve overall safety in the coming years.

Safety Targets

SCDOT evaluated and was required to report its second round of safety targets for the five measures on August 31, 2019. This action started the 180-day clock for GPATS to take action to either set region-specific targets or accept and support the state's targets.

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 table below shows GPAT and South Carolina National baseline information and the state's targets.

For the 2020 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

2016 - 2020 SAFETY TARGETS (2014-2018 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	969.4	1.804	2961.6	5.545	380.8
SC Targets	1011	1.819	2781	4.98	380
GPATS Baseline	97.4	1.70	322.4	5.66	48.4

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.

Performance Measures and Targets

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

Safety

Safety is extremely important in the GPATS region and the State. South Carolina has the highest fatality rate in the nation, and in response announced a long-term goal of zero traffic-related deaths in the Strategic Highway Safety Plan called Target Zero. As required by Federal Regulation, SCDOT evaluated and was required to report on safety targets for five measures on August 31, 2019. On October 21, 2019, GPATS Policy Committee elected to adopt and support the State's targets during the 2020 performance period. These targets will continue to be reviewed and modified annually. The current GPATS targets can be found below:

SAFETY TARGETS BASELINE (2014-2018 AVERAGE)					
	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	969.4	1.804	2961.6	5.545	380.8
SC Targets	1011	1.819	2781	4.98	380
GPATS Baseline	97.4	1.70	322.4	5.66	48.4



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Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 21, 2019

SUBJECT: SCDOT Feasibility Reports Presentation

In previous meetings, GPATS Staff has relayed to the Policy Committee the changes being made by SCDOT to project delivery. Specifically, Guideshare projects in the GPATS TIP will no longer be programmed with their costs and scopes until after a “Planning Phase” of work is completed.

This new phase of work will consist of a Project Development Team that will work to draft a Feasibility Report to accurately define the Purpose and Needs, Project Goals, Scope, Cost, and Schedule.

Betsy McCall with SCDOT will give a presentation on the Feasibility Reports process and what they will mean for GPATS Guideshare Projects. She will be on hand to answer any questions.

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



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Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: October 21, 2019

SUBJECT: GPATS Calendar Year 2020 Meeting Schedule

The proposed meeting dates for Calendar Year 2020 are as follows:

Policy Committee:

- February 24 (Avoiding President's Day)
- May 18
- August 17
- October 19

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

- January 27
- April 27
- July 27
- September 28

The Policy Committee will be asked to approve the meeting schedule for the 2020 Calendar Year for the Policy Committee and Study Team.