SPATS
Transportation Improvement Program

Spartanburg Area Transportation Study
(2021 – 2027)

Prepared by: Spartanburg County Planning and Development Department

www.spatsmpo.com
# Table of Contents

*SPATS Boundary Map* .................................................................................................................. 3  
*Glossary of Acronyms* .................................................................................................................. 4

## Purpose and Procedures  

*Purpose* ......................................................................................................................................... 6  
*Products* .......................................................................................................................................... 6  
*Surface Transportation Program (STP) or Guideshare Funding* .................................................... 7  
*Transportation Alternatives Program (TAP)* .................................................................................... 8  
*Amending and Revising the TIP* .................................................................................................... 9  
*Public Participation Process* ....................................................................................................... 10  
*Performance–Based Planning and Programming* ........................................................................ 15

## Federal Highway Administration Projects  

*Recently Completed Projects* ..................................................................................................... 19  
*Guideshare Project Descriptions, FY 2021 - 2027* ....................................................................... 24  
*Nonguideshare Project Descriptions, FY 2021 - 2027* ................................................................. 40  
*Financial Statement* ................................................................................................................... 46

## Federal Transit Administration Projects  

*Spartanburg County Transit Services* ............................................................................................ 48  
*Transit Project Financial Information* ......................................................................................... 48

## Committees,  

*SPATS Policy Committee* ............................................................................................................. 50  
*SPATS Technical Committee* ....................................................................................................... 51  
*Recent Amendment Dates* ........................................................................................................... 52
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-C</td>
<td>Continuing, Cooperative and Comprehensive</td>
</tr>
<tr>
<td>AADTT</td>
<td>Average Annual Daily Truck Traffic</td>
</tr>
<tr>
<td>AADT</td>
<td>Average Annual Daily Traffic</td>
</tr>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway Transportation Officials</td>
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<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
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<tr>
<td>AVL</td>
<td>Automatic Vehicle Locator</td>
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<tr>
<td>BMW</td>
<td>Bavarian Motor Works</td>
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<tr>
<td>CTC</td>
<td>County Transportation Committee (C-fund Committee)</td>
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<tr>
<td>DPS</td>
<td>Department of Public Safety</td>
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<tr>
<td>EAC</td>
<td>Early Action Compact</td>
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<tr>
<td>EOP</td>
<td>Emergency Operations Plan</td>
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<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
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<td>ESF</td>
<td>Emergency Support Function</td>
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<td>FAA</td>
<td>Federal Aviation Administration</td>
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<td>FAST Act</td>
<td>Fixing America’s Surface Transportation Act</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>GM</td>
<td>General Manager</td>
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<tr>
<td>GSP</td>
<td>Greenville-Spartanburg International Airport</td>
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<tr>
<td>HOV</td>
<td>High Occupancy Vehicle</td>
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<tr>
<td>ITS</td>
<td>Intelligent Transportation System</td>
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<tr>
<td>JARC</td>
<td>Job Access Reverse Commute</td>
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<tr>
<td>JTC</td>
<td>Joint Transportation Committee</td>
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<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
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<tr>
<td>MDC</td>
<td>Mobile Data Consoles</td>
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<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>NHTSA</td>
<td>National Highway Traffic Safety Administration</td>
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<td>OHS</td>
<td>Office of Highway Safety</td>
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<tr>
<td>PDO</td>
<td>Property Damage Only</td>
</tr>
<tr>
<td>SCDHEC</td>
<td>South Carolina Department of Health and Environmental Control</td>
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<tr>
<td>SCP</td>
<td>Safety Conscious Planning</td>
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<td>SCTA</td>
<td>South Carolina Trucking Association</td>
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<td>SHSP</td>
<td>Strategic Highway Safety Plans</td>
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<td>SMS</td>
<td>Safety Management Systems</td>
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<td>SPARTA</td>
<td>Spartanburg Area Regional Transit Authority</td>
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<td>SPATS</td>
<td>Spartanburg Area Transportation Study</td>
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<tr>
<td>SRHS</td>
<td>Spartanburg Regional Healthcare System</td>
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<td>STP</td>
<td>Surface Transportation Program</td>
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<td>STBG</td>
<td>Surface Transportation Block Grant Program</td>
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<td>TAC</td>
<td>Technical Advisory Committee</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>TSA</td>
<td>Transportation Security Administration</td>
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<td>TSB</td>
<td>Spartanburg County Transportation Service Board</td>
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<td>UPWP</td>
<td>Unified Planning Work Program</td>
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<tr>
<td>VPD</td>
<td>Vehicles per Day</td>
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<tr>
<td>VTE</td>
<td>Virtual Transit Enterprise</td>
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<tr>
<td>V/C</td>
<td>Volume to Capacity Ratio</td>
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SECTION 1
Purpose and Procedures
Purpose

The Spartanburg Area Metropolitan Planning Organization (SPATS) serves as the Spartanburg metropolitan area’s long-range transportation planning body. Partnering with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the South Carolina Department of Transportation (SCDOT), the Transportation Service Bureau (TSB), the Spartanburg Transit Authority (SPARTA) and many other cooperating agencies, the members of the SPATS seek to provide an efficient and equitable surface transportation system for the Spartanburg metropolitan area. In accordance with Title 23, Code of Federal Regulations, Part 450 (23 CFR 450), SPATS provides continuous, cooperative, and comprehensive (3-C) transportation planning services.

The SPATS MPO includes eight member cities and towns: Spartanburg, Duncan, Lyman, Wellford, Inman, Pacolet, Chesnee, and Cowpens. It also includes the urban area of Spartanburg County including the unincorporated communities of Roebuck, Moore, Valley Falls, Boiling Springs, Glendale, and the Clifton-Converse area. (See SPATS BOUNDARY MAP, Page i)

The SPATS MPO develops three products - The Unified Planning Work Program (UPWP), the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

Products

The current SPATS Unified Planning Work Program (UPWP) is a description of all transportation related planning activities and associated task budgets anticipated within the Spartanburg metropolitan area during the 24-month period from July 1, 2019 to June 30, 2021. As required by the U.S. Department of Transportation, the UPWP is multi-modal in scope and includes, as applicable, consideration of transit, aviation, railroads, highways, port facilities, bike and pedestrian infrastructure, greenway and blueway trail systems. The UPWP, updated every two years, is principally a report of the SPATS Policy Committee to inform public officials and community leaders as to the expenditure of funds and staff work on the proposed transportation planning activities. An annual self-certification process, verifying the SPATS transportation planning process complies with federal requirements, is included in the UPWP.

The SPATS Long-Range Transportation Plan (LRTP) is updated every five years. The LRTP consists of projects that would be programmed over the next 20 years assuming continued levels of federal funding. The “candidates” for inclusion within the SPATS 20 Year Transportation Plan
are transportation projects that future projections show will become congested in 20 years. LRTP projects are based upon socioeconomic projections and growth forecasts, and are validated by computer traffic models that simulate the transportation network 20 years into the future. Public comment is an essential element of this process. However, the cost of projects within the 20 year plan cannot exceed the amount of federal and state funding that the SPATS Urban Area expects to receive during the 20-year period.

Once a transportation project is approved by the SPATS Policy Committee and adopted into the 20-year transportation plan, it becomes eligible for inclusion within the 5 year SPATS Transportation Improvement Program (TIP). At this point, the project can receive funding leading to construction. The TIP is the annually updated list of federal fund eligible transportation projects in the SPATS Planning Area. The TIP covers a seven-year period, including the previous year for review of previously programmed projects, the current year and five years out for future planning and programming.

**Surface Transportation Block Grant Program (STBGP) or Guideshare Funding**

The intent of Guideshare funds are to aid public road jurisdiction with funding for any road or bridge projects on the federal aid system, which includes all federal functional class routes except local and rural minor collectors. Guideshare may also provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities.

With passage of the MAP-21 (Moving Ahead for Progress in the 21st Century) legislation, SPATS began developing a process of determining eligibility, analyzing, and ranking proposed transportation system improvement projects seeking funding from SPATS with Guideshare funding. The current legislation, the FAST (Fixing America’s Surface Transportation) Act, allows metropolitan planning organizations more flexibility in prioritizing surface transportation projects through Act 114.

The SPATS Technical Committee recommends ranking of all highway and intersection project evaluations to the Policy Committee for final approval and inclusion in the TIP. Projects are required to be included in the Statewide Transportation Improvement Plan (STIP) in order to be eligible for federal funding.

A proposed project, to be eligible for SPATS Guideshare funding, must be included within or consistent with the SPATS currently adopted Long-Range Transportation Plan. Roads must be on the federal-aid system and
bridges must be on the federal-aid system. The federal-aid system contains all roadways classified as collector or higher under the Federal Functional Classification System. Bicycle/pedestrian facilities must be consistent with the SPATS Long-Range Transportation Plan Active Transportation Element and associated plans.

SPATS receives a maximum funding award amount of 80 percent in Guideshare or TE funding of an individual project’s total cost. Historically, the SCDOT supplies the match for highway and intersection improvement projects, and a local sponsor supplies the match for Transportation Alternative projects. The match must provide at least 20 percent of the total project cost through non-federal funds.

Non-guideshare funding information for transportation related projects within the SPATS area is provided by SCDOT for SPATS TIP inclusion. These types of programs include but are not limited to Interstate, Bridges, Pavement, and Safety programs.

**Transportation Alternatives Program (TAP)**

The program allows construction of projects that expand travel choice, thereby providing quality of life improvements, strengthening the local economy, and protecting the environment. This program is the former Transportation Enhancement Program.

Eligible projects include bicycle and pedestrian facilities, streetscape improvements, and Safe Routes to School projects. TAP is a statewide competitive grant program and projects are approved by the SCDOT Commission. Because the Spartanburg area is not an area with an urbanized area population greater than 200,000 or Transportation Management Area (TMA), applicants apply to SCDOT directly. SPATS does not receive a funding allocation for this program and therefore does not have a local competitive program as we did with the TA program in the past. The STIP reflects the statewide lump sum for the TA program.

Transportation Alternatives Program funding is provided on a reimbursement basis, with the maximum amount of the federal funding at 80 percent of the eligible activities, and with the sponsoring government or agency providing at least 20 percent of the total eligible costs.

Details on this grant program can be found on the SCDOT website at: [https://www.scdot.org/projects/community-transportation-alternatives.aspx](https://www.scdot.org/projects/community-transportation-alternatives.aspx)
Amending and Revising the TIP

SPATS staff considers the following criteria when amending and revising the TIP. SPATS staff believes these criteria to be consistent with all FHWA and FTA requirements. An amendment occurs if proposed changes to the SPATS TIP meet any of the following criteria:

• A project is added to the TIP in any fiscal year;
• The federal funds are increased by 20% or more of the original amount; or
• There is a major change in scope; for STP projects, a major change in scope is subject to the review of the SPATS Technical Committee.

If SPATS staff considers a change to the TIP to be an amendment, the SPATS Policy Committee will need to approve the requested change and will need to follow the SPATS Public Participation Process. In addition, SPATS staff will provide notice of the proposed amendment and will be available to discuss 30 days prior to the Policy Committee meeting date at which SPATS will be taking action on the proposed amendment.

A revision to the SPATS TIP occurs if the proposed changes do not meet any of the amendment criteria. Revisions often include the following types of changes:

• A project is moved between fiscal years in the approved TIP;
• The total project cost is lowered;
• A project’s federal funding source has changed;
• A project has a minor change in scope; or,
• A project has minor changes (less than 20%) to the federally funded portion of the project.

If SPATS staff considers a change to the TIP to be a revision, SPATS staff will handle the revision administratively. Following a thorough review of a proposed revision, SPATS staff will process the revision by notifying the SCDOT, and FHWA or FTA of the revision, so the change(s) will be incorporated into the SCDOT Statewide TIP. The SPATS staff will notify the SPATS Policy Committee and Technical Committee of all TIP revisions during regularly scheduled meetings.
Public Participation Process

As part of the 3-C transportation planning process, SPATS desires and requests citizen input on the work, projects, and products proposed and created by SPATS.

Development of the best possible transportation plan for the Spartanburg urban area requires more than addressing problems of an engineering nature. In addition to transportation engineering problems, there are economic, social, and environmental issues that need to be addressed. Several SPATS Committees were organized to respond to these concerns. They include a Policy Committee and the SPATS Technical Committee.

The SPATS Policy Committee is the decision-making board for SPATS. Policy Committee members are responsible for the review and approval of the Long Range Transportation Plan, the Transportation Improvement Program, and the UPWP. Regularly scheduled meetings are on the second Monday of February, June, August, and November.

Members of the SPATS Policy Committee, the governing board of the SPATS MPO, include the mayors of Spartanburg, Wellford, Lyman, Duncan, Inman, Pacolet, Chesnee, Cowpens, Reidville, and Central Pacolet. In serving the residents within these areas, SPATS recognizes the importance and necessity of the public involvement process.

Also serving are the chair of Spartanburg County Council and two other county council members, a member of the city of Spartanburg’s city council, the chair of the Spartanburg County Planning Commission, the chair of the City of Spartanburg Planning Commission, the chair of the Spartanburg County CTC, a representative from the Spartanburg Area Chamber of Commerce, and a “Private Sector” representative from the community.

The local SCDOT Commissioner, FHWA Division Administrator, and the SCDOT Deputy Secretary of Engineering are ex-officio members. (See Section 4)

Additionally, the Policy Committee is responsible for initiating steps to involve citizens of the Spartanburg area in the transportation planning process, and as part of that process, the SPATS Public Participation Plan was updated in 2015. (For complete plan, see: http://spatsmpo.com/information/public-participation-and-notices/ ) This plan seeks to obtain broad input from citizens in the process of updating the 20 year plan, and for notification and comment with respect to projects in the TIP. The TIP is available for public comment in the
The SPATS Technical Committee is responsible for the daily technical and administrative functions of SPATS. The technical committee is comprised of City and County Planning staff, the City Traffic Engineer, and engineering and planning personnel of the SCDOT. Multi-modal representatives are also members, including those from active living, transit and freight. (See Section 4)

Meetings of the technical committee are held upon request of the Policy Committee or as administrative and technical functions of SPATS warrant.

All meetings of the SPATS Policy Committee and the SPATS Technical Committee are open to the public. Members of the public may request time on the agenda of any SPATS committee to comment on specific subjects of interest to the representatives. A minimum of two weeks advance notice should be given for requested agenda time. Additional subcommittees and working groups may be appointed at any time by the SPATS Chair to address specific transportation-related topics or areas of interest to the SPATS.

Goals and Objectives

The public participation process required by 23 CFR 450 should “... provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and Transportation Improvement Programs...” SPATS is committed to the availability of timely, complete information; to the notification of and public access to the decision-making process; and to ongoing public involvement throughout the transportation planning process including, but not limited to, the development of the Long-Range Transportation Plan, the Transportation Improvement Program, the Public Participation Process, and goods movement planning. Through its Public Participation Process, SPATS aims to identify methods for obtaining public input and encouraging public involvement in the transportation planning process.

The SPATS Public Participation Plan is intended to provide direction for public participation activities to be conducted by the SPATS MPO and contains the vision, goals, objectives, and techniques used by SPATS for public participation. As noted earlier, SPATS has been designated by the federal government to serve as the regional MPO for the SPATS
Transportation Program. Therefore, in its public participation process, SPATS will strive to:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).

2. Provide reasonable public access to technical and policy information used in the development of the LRTP, TIP, UPWP, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered. Such access would also include, if necessary, the conversion of the key planning documents into Spanish (or any other language).

3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including but not limited to, the approval of the LRTP, TIP, UPWP, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by SPATS and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.

4. Summarize, analyze, and report on the disposition of comments made as part of the final plan, when significant written and oral comments are received on the draft transportation plan (including the financial plan) as a result of the public participation process.

5. Solicit the needs of those traditionally under-served by existing transportation systems, including but not limited to minorities, elderly, persons with disabilities, persons with limited English proficiency, and low-income households.

6. Provide a public comment period of 45 calendar days prior to the adoption of the SPATS Public Participation Plan. Notice of the 45-day comment period will be advertised in a newspaper of general circulation prior to the commencement of the 45-day
comment period and on the Spartanburg County and SPATS websites.

7. Provide a public comment period of not less than 30 calendar days prior to adoption of the LRTP, TIP, UPWP, Transit Development Plans, any amendments or updates, and other appropriate transportation plans and projects.

8. Coordinate its Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and to reduce redundancies and costs.

9. Periodically review the Public Participation Process to ensure it provides full and open access to all. Portions of the process, that are found not to meet the needs of the constituency, will be revised.

**Stakeholders and Public Groups**

The SPATS has identified the following groups and individuals as those having potential interest in public input and involvement opportunities:

- Neighborhood organizations;
- Homeowner associations;
- The Spartanburg Area Chamber of Commerce, and other business groups;
- Private transportation providers;
- Groups representing travel modes – trucking, railroad, transit, bicycle, pedestrian;
- Advocacy groups for the disadvantaged and/or minority groups;
- Transportation providers for groups that lack access to private vehicles;
- Media – newspapers, television, radio;
- Governmental agencies;
- Schools, environmental organizations, social action groups, and hospitals; and
- Organizations or individuals who have been notified of public hearings for major projects, or organizations and individuals who have submitted written comments relating to public hearings for major projects.
Outreach Techniques

SPATS publishes through www.spatsmpo.com information on plans and programs, public hearings or public discussion, whom to contact at SPATS to register comments, and a schedule of SPATS meetings. Special editions may be published throughout the year to notify the public of scheduled public input meetings.

The SPATS website provides, staff contact information, news, maps, plans, and publications produced by SPATS. Links to member government and partner agency websites also are available. Legal notice is published in the Spartanburg Herald Journal, to inform the public on issues related to the SPATS Long Range Transportation Plan and SPATS Transportation Improvement Program. Meeting announcements are posted in the Spartanburg County Administration Building a week before the policy committee meeting, and sent to the SPATS mailing list a month before the policy committee meeting.

As plans and reports associated with major elements of the transportation planning process are created or updated by SPATS, it may host forums across the Spartanburg metropolitan area to discuss these issues with the public at a local level. SPATS will work with those individuals needing language translation of SPATS plans or publications to a language other than English. A minimum two weeks notice of such requests should be given to the SPATS staff.

Public Input Mechanisms

SPATS accepts input and comments from the public through a variety of means: members of the public may make comments by calling Kaitlyn Kong, SPATS Intern, at (864) 596-3460.

Written comments may be:

1. Faxed to the SPATS at (864) 562-4256;
2. E-mailed to kkong@spartanburgcounty.org ; or
3. Mailed to SPATS, Spartanburg County Administration Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303.

The public may submit comments to their respective SPATS representative for transmittal to the respective full committee. Comments on SPATS plans, reports, and programs may be made at public input meetings. SPATS ensures that all public input meeting locations are accessible in accordance with the Americans with Disabilities Act.
Schedule

Notification and announcement of all SPATS Policy Committee meetings are made approximately four weeks in advance of the scheduled meeting through the SPATS mailing list. Regularly scheduled policy committee meetings occur the second Monday of February, June, August, and November.

The TIP is an annual document identifying transportation projects SPATS-member governments and agencies intend to implement using federal funds over the next seven years, beginning in 2021. Other public input meetings are held throughout the year, as necessary.

Several public input meetings occur in conjunction with the update of the Long-Range Transportation Plan (LRTP). The LRTP addresses transportation planning issues over a 20-year period and is updated every five years.

Updates and revisions to the SPATS’s Public Participation Process require a 45-day comment period.

Evaluation

SPATS will review this Public Participation Process periodically in order to monitor the effectiveness of the procedures outlined in this document. Following evaluation of the outputs and outcomes of the Public Involvement Process, SPATS may revise these methods to incorporate new and innovative ways to involve the public in the transportation decision-making process.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for the multimodal transportation systems in the MPO study area. Performance management has been increasingly utilized over the past two decades and is systematically applied on a regular ongoing basis. This process provides key information to decision makers allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) refers to transportation agencies’ application of performance management as standard state of the practice in the planning and programming processes. An areas PBPP process is required to be included within:
• Long-range transportation plans (LRTPs)
• Other plans and processes (including those that are federally required, such as Strategic Highway Safety Plans, Asset Management Plans, the Congestion Management Process, Transit Agency Asset Management Plans, and Transit Agency Safety Plans, etc.)
• Statewide and metropolitan Transportation Improvement Programs (STIPs and TIPs), which are programming documents housing the anticipated projects an agency intends to implement with federal funding.

The goal of PBPP is to ensure that transportation investment decisions—both long-term planning and short-term programming—are based on the ability to meet established goals.

The foundation of Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act highway programs is to transform transportation decision making to performance-based outcomes. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MPOs are also responsible for developing LRTPs and TIPs “through a performance-driven, outcome-based approach to planning.”

SPATS and other MPOs are now developing their PBPP process to meet federal requirements—including requirements for tracking specific measures and setting targets—and to meet the unique planning needs of the MPO.

The LRTP and TIP become PBPP when the SPATS MPO:
• Sets measurable goals and objectives for the transportation system;
• Selects performance measures and sets targets for desired performance outcomes;
• Gathers data and information to monitor and analyze trends;
• Uses performance measures and data to inform investment decisions; and,
• Monitors, analyzes, and reports decision outputs and performance outcomes.

In addition to meeting the federal PBPP requirements, PBPP will help the SPATS MPO better communicate our region-specific performance story. PBPP will assist the SPATS MPO decision-makers to make both policy and project decisions. Needs continue to outweigh resources available for transportation improvements and PBPP requires these difficult
decisions be weighed utilizing tradeoff analysis and focusing on data specific performance outcomes. The result will be enhanced accountability and transparency within the MPO planning process. The following *TIP Update 2020 - Appendix* document describes:

- National Goal Areas and Measures;
- Federal Requirements;
- Safety Goal Area and Targets;
- Pavement and Bridge Condition Targets;
- System and Truck Travel Time Reliability;
- Transit Performance;
- Next steps for the SPATS MPO as we continue PBPP practices, process, and policies.

**What is Performance-Based Planning?**

SPATS incorporates performance-based plans into TIP and LRTP and sets targets with SCDOT

SCDOT develops safety, reliability, congestion, asset management, freight, management plans and targets

Transit agencies develop transit asset management plans and agency safety plans and targets.

Planning Agreements define roles and responsibilities
SECTION 2
Federal Highway Administration Funded Projects
US 176 Improvements COMPLETE

Project Description:
- Operational improvements from I-26 to I-585/SC 56 split with Intersection Improvements at John Dodd Rd., Belcher Rd., and Springfield Rd.

Project Funding:
PE = $400,000 (FY 2014)
ROW = $200,000 (FY 2015)
Constr. = $3,100,000 (FY 2017)

Project Status:
PE = 100% complete
ROW Acquisition = 100% complete
Construction = 100% complete
S-30 Eastside Corridor

Project Description:
- Intersection improvements on S-30 at Fernwood/Clifton/Glendale Rd. and Zion Hill Rd.

Project Funding:
PE = $500,000 (FY 2014)
ROW = $550,000 (FY 2016)
Constr. = $1,700,000 (FY 2016)

Project Status:
PE = 100% complete
ROW Acquisition = 100% complete
Construction = 100% complete
Old Furnace Rd Sidewalks COMPLETE

**Project Description:**
- Place sidewalks on Old Furnace Rd. from Hanging Rock Rd. to Mason Rd.

**Project Funding:**
- **PE** = $200,000 (FY 2013)
- **ROW** = $275,000 (FY 2015)
- **Constr.** = $2,750,000 (FY 2016/2017)

**Project Status:**
- **PE** = 100% complete
- **ROW Acquisition** = 100% complete
- **Construction** = 100% complete
Glendale Bridge Rehabilitation COMPLETE

The restoration of the historic Glendale Bridge was completed in Summer 2018 and is open to the public for non-vehicular traffic.

Project Description:
-Rehabilitation of Glendale truss bridge in Glendale Shoals at Emma Cudd Rd and Stifell St for safe pedestrian and bicycle use.

Project Funding:
PE = $320,270
ROW = $0
Construction: $1,989,329

Project Status:
PE = 100% Completed
ROW = 100% Completed
Construction = 100% complete
S-1557 Bridge (Crescent Avenue) COMPLETE

**Project Description:**
-Bridge replacement on S-1557 over Fairforest Creek near S. Forest St & Irwin Ave Ext.

**Project Funding Estimates:**
PE = $450,000 (FY 2014)
ROW = $100,000 (FY 2016)
Constr. = $2,500,000 (FY 2017)

**Project Status:**
PE = 100% complete
ROW = 100% complete
Construction = 100% complete. Completion summer 2019
Country Club Road Corridor Project

Project Description and Purpose
The South Carolina Department of Transportation (SCDOT) proposes to improve the Country Club Road (S-42-47) corridor in Spartanburg County. The two-lane corridor is an essential connection from City of Spartanburg to Glendale Shoals Community and other regions of the county like the Mary Black Trail. Benefits from the proposed plan are a wider roadway to meet modern design standards, safety improvements, and combinations of multi-use paths and on-street bicycle facilities. In its existing condition, Country Club road presents the following challenges to users of the corridor: capacity and safety challenges, narrow travel lanes, lack of shoulders, steep ditches, and a lack of facilities for bicyclists and pedestrians. The corridor has been identified as a critical east-west active transportation piece connecting the Mary Black Trail on the western side of the project to the Glendale Shoals area on the eastern side of the project. Making this important trail connection will give users of the corridor more transportation options and provide linkages to other trails in the area.

Project Description:
Operational and Safety Improvements on S-47 for 3.3 miles from Union St. (SC 56) to Clifton Glendale Road (S-30). Project includes east-west trail connection along Country Club Road between Mary Black Rail Trail and the Glendale Shoals area.

Project Funding:
PE = $2,000,000.00 (FY 2016)
ROW = $3,000,000.00 (FY 2019)
Constr. = $11,000,000.00 (FY 2021)

Project Status:
PE is 85% Complete.
For more information and the Project Schedule & Documents, visit [Country Club Road Corridor Project](#).

The project study area is from the intersection of Country Club Road (S-42-47) and Union Street (SC-56) north for approximately 3.3 miles on Country Club Road to its eastern terminus at Clifton Glendale Road (S-30).

*Both maps taken from [SCDOT](#)*
Traffic Signal Systems
Signal System Retiming

**Project Description:**
Traffic Signal Systems retiming and upgrade of software system in various locations over seven years.

**Project Funding:**
Approximately $300,000 programmed per year for seven years

**Project Status:**
Under construction.

SC 290 @ I-85 Traffic Responsive/Retime: C = $125,000 (Previous Obligations)

SC 101 @ I-85 Traffic Responsive/Retime: C = $75,000 (Previous Obligations)

N. Pine St. System Retiming: C = $85,000 (FY 2022)

N. Church St. System Retiming: C = $120,000 (FY 2021)

SC 290/SC 296 System Retiming: C = $55,000 (FY 2022)

US 29/Pine St. System Retiming: C = $85,000 (FY 2022)

SC 9 Retiming (11 intersections): C = $175,000 (FY 2023)

Spartanburg CBD Retiming: C = $85,000 (FY 2022)

SC 9 at Mudcreek, SC 9 at SC 292 Timing: C = $70,000 (FY 2023)

US 29 (City): C = $85,000 (FY 2023)
SC 9 (Boiling Springs Rd) and 4th St / Shoally Creek Rd Intersection Improvements

**Project Description:**
The South Carolina Department of Transportation (SCDOT) proposes to make intersection improvements along South Carolina Highway 9 (SC 9/ Boiling Springs Road) from I-85 to Shoally creek Road/ 4th Street in Boiling Springs. The project includes widening SC 9 to add a third travel lane in each direction from I-85 to the Shoally Creek Road/ 4th Street intersection. Improvements will also include lengthening the turn lanes at the intersections of SC 9 at Candlenut Lane and SC 9 at 4th Street/ Shoally Creek Road, slightly reconfiguring 4th Street to minimize the existing sharp curve in the roadway, and installing a traffic signal at SC 9 and Candlenut Lane. The full project length along SC 9 is approximately .50 mile from I-85 to Rogers Commerce Boulevard and approximately .30 mile along Shoally Creek/ 4th Street.

**Project Funding:**
- **PE** = $700,000 (FY 2017)
- **ROW** = $1,200,000 (FY 2020)
- **Constr.** = $2,700,000 (FY 2021)

**Project Status:**
- **PE** = 70% complete
- **ROW** = scheduled for Fall 2020
- Construction Letting = schedule for Fall 2021
Lyman Traffic Triangle

**Project Description:**
*Intersection Improvements to improve traffic operations at three (3) main intersections: US 29 at Pine Ridge Road, SC 358 (Holly Springs Road) at Pine Ridge Road, and SC 129 at SC 358 (Holly Springs Road) and US 29/SC 292.**

**Project Funding:**
Preliminary Engineering is 70% Complete.
ROW = $1,250,000.00 (FY 2018)
Constr. = $5,350,000.00 (FY 2020)

**Project Status:**
Preliminary Engineering is 70% Complete.
ROW phase is expected to begin Fall 2020.
Construction Letting anticipated in Fall 2021.

1. SC 129 and Holly Springs Rd Intersection Improvements

**Project Description:**
Access Management component of the Pine Ridge Improvements
Convert to right-in/right-out.
Restrict left turn from SC 129 to Holly Springs Rd
Median improvement with maintenance agreement

**Project Funding:**
PE = $500,000 (FY 2018)
ROW = $700,000 (FY 2020)
Constr. = $1,150,000 (FY 2020)

**Project Status:**
PE = 70% complete
ROW = scheduled for Fall 2020
Construction Letting = scheduled for Fall 2021

2. US 29 and Pine Ridge Rd Intersection Improvements

**Project Description:**
Add turn lanes on Pine Ridge Rd

**Project Funding:**
PE = $1,350,000.00 (FY 2018)
ROW = $1,250,000.00 (FY 2020)
Constr. = $5,350,000.00 (FY 2021)

**Project Status:**
PE = 70% complete
ROW = scheduled for Fall 2020
Construction Letting = scheduled for Fall 2021
3. SC 358 and Pine Ridge Rd Intersection Improvements

Project Description:
Add turn lanes on SC 358 and add additional turn lane on Pine Ridge Rd

Project Funding:
PE = $550,000 (FY 2018)
ROW = $400,000 (FY 2020)
Constr. = $3,050,000 (FY 2021)

Project Status:
PE = 70% complete
ROW = scheduled for Fall 2020
Construction Letting = scheduled for Fall 2021
SC 85 and I-585 (Hearn Circle) Intersection Improvements

**Project Description:**
Lengthen “weave” area and flatten “S” curve ramp
Safety improvements and correct design deficiencies

**Project Funding:**
- PL = $40,000 (FY 2021)
- PE = $660,000 (FY 2022)
- ROW = $1,000,000 (FY 2023)
- Constr. = $6,000,000 (FY 2024)

**Project Status:**
STIP approval.
SC 215 (Blackstock Rd) and SC 296 (Reidville Rd)
Intersection Improvements

Project Description:
Add right-turn only lane on Reidville Rd onto Blackstock Rd
Paint second lane for turn-only onto I-26 W

Project Funding:
PL = $30,000 (FY 2021)
PE = $300,000 (FY 2022)
ROW = $200,000 (FY 2024)
Constr. = $1,200,000 (FY 2025)

Project Status:
STIP approval.
SC 296 (Reidville Rd) and Anderson Mill Rd Intersection Improvements

Project Description:
Access Management
Cross access
Add right turn lanes on Anderson Mill Rd & Oak Grove Rd
Beautification with maintenance agreement

Project Funding:
PL = $30,000 (FY 2021)
PE = $320,000 (FY 2022)
ROW = $500,000 (FY 2023)
Constr. = $1,350,000 (FY 2024)

Project Status:
STIP approval.
SC 9 (Boiling Springs Rd) and Parris Bridge Rd Intersection Improvements

**Project Description:**
Access Management
Median
Pavement removal
Add right turn lanes
Dual lefts for more capacity

**Project Funding:**
PL = $30,000 (FY 2022)
PE = $270,000 (FY 2023)
ROW = $250,000 (FY 2025)
Constr. = $1,800,000 (FY 2027)

**Project Status:**
STIP approval.
North Blackstock Rd and College Dr Intersection Improvements

**Project Description:**
Replace intersection with a roundabout

**Project Funding:**
- PL = $30,000 (FY 2023)
- PE = $470,000 (FY 2024)
- ROW = $600,000 (FY 2026)
- Constr. = $3,000,000 (FY 2027)

**Project Status:**
STIP approval.
US 29 and Gap Creek Rd Intersection Improvements

Project Description:
Access Management
Cross access
Driveway consolidation
Add double left turn lanes on Gap Creek Rd

Project Funding:
PL = $30,000 (2023)
PE = $470,000 (FY 2024)
ROW = $700,000 (FY 2026)
Constr. = $2,600,000 (FY 2027)

Project Status:
STIP approval.
SC 101 and Rogers Bridge Rd Intersection Improvements

**Project Description:**
Widen Rogers Bridge Rd to add room for stacking in the left turn lane

**Project Funding:**
- PL = $20,000 (FY 2023)
- PE = $330,000 (FY 2024)
- ROW = $100,000 (FY 2026)
- Constr. = $675,000 (FY 2028)

**Project Status:**
STIP approval.
Wadsworth Trail, Phase 5 (Anderson Mill Road Section)

Project Description:
Construct new side path adjacent to Anderson Mill Road connecting existing Wadsworth Trail sidewalk along Anderson Mill Road to the Anderson Mill Elementary School and the Historic Anderson Mill and pedestrian bridge at the North Tyger River. This path will provide citizens a safe, active transportation connection to multiple schools, subdivisions, churches, parks, the local library, and shopping/service areas. SPATS Map of Wadsworth Trail network

Next phase in the Wadsworth Trail Master Plan for the Westside area since 2006, to connect to the downtown Spartanburg network of trails and the overall “The Dan” Trails Master Plan. The Dan Westside Dream

Project Funding:
PE = $100,000 (2021)
ROW = $150,000 (2021)
Construction = $750,000 (2021)

Project Status:
PE = N/A
ROW Acquisition = N/A
Construction = N/A
Pacolet River Passage Gateway

**Project Description:**
The Pacolet River Passage Gateway Project is located on the south bank of the Pacolet River. This project has two components: a park and recreational area long the south side of the Pacolet River on the Mill site will add new trails, walkways, river outlook areas, observation areas, signage, green space and landscaping, and improved parking facilities and the second component of improvements to roadways and intersections including a roundabout at the Intersection of Route 150 (Montgomery Avenue) and Sunny Acres Road (S-569) and realignment of SC Route 150, reconstruction of approx. 0.28 miles of Sunny Acres Road.

**Project Funding:**
PE = $75,000 (2016)
ROW = $ (2017)
Construction = $1,500,000 (2021)

**Project Status:**
Spartanburg County is splitting project and reletting to receive better bids.
Mary Black Foundation Rail Extension

**Project Description:**
It extends from downtown Spartanburg at Henry Street, between Union and Pine Streets, and continues 2 miles to Country Club Road. Since its inception there has been buzz about redeveloping the Rail Trail corridor.

**Project Funding:**
PE = $120,000 (FY 2015)
ROW = $89,000 (FY 2019)
Constr. = $741,000 (FY 2021)

**Project Status:**
PE = 85% Complete
ROW Acquisition = 55% Complete
Construction is anticipated to begin early 2021

For more information see: [https://www.cityofspartanburg.org/rail-trail-extension](https://www.cityofspartanburg.org/rail-trail-extension)
SC 85 Bridges

**Project Description:**
Replace bridges over Southern RR and S-42-995 and S-2 (Howard St) between Hearon Circle and New Cut Rd.

**Project Funding:**
PE = $3,500,000 (FY 2014)  
ROW = $1,500,000 (FY 2017)  
Constr. = $27,400,000 (FY 2016)

**Project Status:**
Construction Letting anticipated for March 2021 due to Design/BUILD project north of this project
I-85 Widening from Pelham Rd to SC 101

**Project Description:**
Widen I-85 to 8 lanes between Pelham Rd and SC 14 ramps and between Brockman McClimon and SC 101 ramps, and improve SB I-85 exit ramp at Jetport / SC 14 exit.

**Project Funding:**
Total Funding = $41,500,000

**Project Status:**
PE currently underway
ROW Acquisition scheduled for Spring 2018
Construction Letting scheduled for Spring 2020
I-85 / SC 290 Diverging Diamond Interchange

**Project Description:**
Convert existing interchange at I-85 / SC 290 into a Diverging Diamond Interchange (DDI) and improve ramps.

**Project Funding Estimates:**
PE = $1,000,000 (FY 2014)
ROW = $1,000,000 (FY 2019)
Constr. = $12,000,000 (FY 2021)

**Project Status:**
PE = complete.
ROW Acquisition underway.
Construction Letting scheduled for FY 2021.
Clifton-Glendale Road (S-59) over Pacolet River

**Project Description:** Clifton-Glendale Road (S-59) bridge replacement over the Pacolet River in Clifton.

**Project Funding:**
- PE = $1,000,000 (2019)
- ROW = $95,000 (2022)
- Constr. = $6,500,000 (2023)

**Project Status:**
- PE is underway, consultant contract is under negotiation.
- ROW Acquisition is anticipated to begin Late 2022.
- Construction letting TBD.

Intersection Improvement - SC 292 and Miller Farm Road

**Project Description:**
Safety improvements at SC 292 and Miller Farm Road intersection.

**Project Funding:**
- PE = $200,000 (2020)
- ROW = $150,000 (2021)
- Construction = $1,500,000 (2022)

**Project Status:**
- PE anticipated to start in 2020.
- ROW Acquisition anticipated to begin in 2021.
- Construction Letting anticipated for 2022.

I-26 Widening

**Project Description:**
Interstate I-26 widening from near US 176 (Exit 15) to SC 296 (Exit 22)

**Project Funding:**
- PE = $6,035,000 (2018)
- ROW = $1,307,000 (2021)
- Construction = $153,647,000 (2024)

**Project Status:**
- PE anticipated to start in 2018.
- ROW Acquisition anticipated to begin in 2021.
- Construction Letting anticipated for 2023.
Financial Statement

**FY 2021 - 2027**
[https://www.spartanburgcounty.org/833/SPATS-Current-Public-Documents](https://www.spartanburgcounty.org/833/SPATS-Current-Public-Documents)

Under SPATS Transportation Improvement Program (TIP)
SECTION 3
Federal Transit Administration Funded Projects
Spartanburg County Transit Services

Spartanburg County maintains both a fixed route and a demand responsive transit service for its citizens. The fixed route service, known as SPARTA (www.spartabus.com), is operated by the City of Spartanburg and currently operates eight routes, primarily within city limits.

Spartanburg County’s demand responsive service (the Spartanburg County Transportation Services Bureau or TSB) provides coordinated, consolidated human service and general public transportation services and is available to all county residents.

In addition to providing recommendations for the above systems, the SPATS Policy Committee makes recommendations for service agreements and/or for vehicle purchase requests for several human service agencies including the Charles Lea Center, Senior Centers of Spartanburg, New Day Inc and the Office of Veteran’s Affairs.

New TIP projects requested in August included:

FY21, Charles Lea Center:
- A new ADA accessible Cut-A-Way
- Federal Transit Administration (FTA) Funds
- SCDOT Section 5310 Small Urban Program
- **Request:** $57,000
- **Local match:** (up to 15%)
- **Total cost:** $67,650

Recent Transit Projects Financial Statement:
https://www.spartanburgcounty.org/833/SPATS-Current-Public-Documents
(SPATS FY 21 Request)
SECTION 4
Committees
SPATS Policy Committee (2020)
http://spatsmpo.com/committees/policy-committee/

- Chair - Manning Lynch, Spartanburg County Council
- 1st Vice Chair – Junie White, Mayor of City of Spartanburg
- 2nd Vice Chair - Rep. Mike Forrester, Spartanburg County Legislative Delegation
- Julian Hankinson, Private Sector Representative
- Roger Nutt, Spartanburg County Council
- Rob Rain, Spartanburg City Council
- Larry Chappell, Mayor of Lyman
- Clyde Rogers Jr., Mayor of Duncan
- Vacant, Mayor of Pacolet
- Mike Hamrick, Mayor of Cowpens
- Whit Kennedy, Spartanburg County Planning Commission
- Max Cash, Mayor of Chesnee
- Bob Walker, Spartanburg County Council
- John Throckmorton, Spartanburg County Transportation Committee (CTC)
- Pat Watson, Mayor of Wellford
- Cornelius Huff, Mayor of Inman
- Rep. Rosalyn Henderson-Myers,, Spartanburg County Legislative Delegation
- Jared Wilson, City of Spartanburg Planning Commission
- Andrew Dixon, Mayor of Reidville
- Dewey Harrelson Jr., Mayor of Central Pacolet

Ex-officio Members:

- Woody Willard, SCDOT Commissioner, Fourth District
- Brent Rewis, Deputy Secretary for Intermodal Planning
- Nicole Mason, Federal Highway Administrator
SPATS Technical Committee
http://spatsmpo.com/committees/technical-committee/

- Chair, Lisa Bollinger, SPATS
- Sherry Dull, SPATS
- Kaitlyn Kong, SPATS
- Joan Holliday, Spartanburg County Planning
- Ron Kirby, Spartanburg County Public Works
- Billy Martin, Spartanburg County Public Works
- Tim Carter, City of Spartanburg Engineering
- Randall Farr, City of Spartanburg Public Works
- Natalia Rosario, City of Spartanburg Planning
- Luis Gonzalez, SPARTA (Spartanburg Area Regional Transit Agency)
- Laura Ringo, Partners for Active Living
- Mark Pleasant, FWHA
- David Herbert, SCDOT
- Diane Lackey, SCDOT
- David Gray, SCDOT
- Renee Miller-Cotton, SCDOT
- Penny Phillips, SCDOT
- Warren Hart, SCDOT
- Jim Walden, SCDOT
- Brandon Wilson, SCDOT
- Craig Nelson, SCDOT
- Christina Lewis, SCDOT
- Julie Barker, SCDOT
- Pat McKenzie, SCDOT
- Sabrina Mason, Spartanburg Regional

To contact: Lisa Bollinger (lbollinger@spartanburgcounty.org); (864) 596-3472; Spartanburg County Administrative Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303
LIST OF RECENT AMENDMENT APPROVAL DATES

February 10, 2015
November 9, 2015
June 13, 2016
June 19, 2017
May 23, 2018
August 13, 2018
June 11, 2019
May 21, 2020
August 10, 2020