

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**JUNE 20, 2016**  
**Suite 400 - Greenville County Square**  
**10:00 a.m.**

- |         |     |  |   |
|---------|-----|--|---|
|         | 1.  | <b>CALL TO ORDER / WELCOME AND INTRODUCTIONS</b>                       | <i>Chairman<br/>Councilman Butch Kirven</i>                               |
| action: | 2.  | <b>APPROVAL OF THE APRIL 18, 2016 COMMITTEE MINUTES</b>                | Attachment 1  |
|         | 3.  | <b>PUBLIC COMMENT</b>  | <i>Chairman<br/>Councilman Butch Kirven</i>                               |
|         | 4.  | <b>SCDOT PROJECT STATUS UPDATE</b>                                     | Attachment 2<br><i>Tommy Elrod, PE<br/>SCDOT Project Manager</i>          |
|         | 5.  | <b>2016 TRANSPORTATION ALTERNATIVES PROGRAM UPDATE</b>                 | Attachment 3<br><i>Keith Brockington<br/>GPATS Transportation Manager</i> |
| action: | 6.  | <b>GPATS 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #4</b> | Attachment 4<br><i>Keith Brockington<br/>GPATS Transportation Manager</i> |
| action: | 7.  | <b>UNIFIED PLANNING WORK PROGRAM FY2016-2017</b>                       | Attachment 5<br><i>Keith Brockington<br/>GPATS Transportation Manager</i> |
|         | 8.  | <b>GPATS 2040 LONG-RANGE TRANSPORTATION PLAN KICK-OFF</b>              | Attachment 6<br><i>Keith Brockington<br/>GPATS Transportation Manager</i> |
| action: | 9.  | <b>CLEMSON AREA TRANSIT SECTION 5339(c) "LoNo" GRANT PRESENTATION</b>  | Attachment 7<br><i>Heather Lollis<br/>Clemson Area Transit, Planner</i>   |
|         | 10. | <b>OLD BUSINESS</b>  |   |
|         | 11. | <b>NEW BUSINESS</b>  |   |
|         | 12. | <b>ADJOURN</b>   |   |

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**April 18, 2016**  
**Suite 400 – County Square**  
**10:00 a.m.**

**MEMBERS PRESENT:** Chairman Butch Kirven, Vice Chairman Senator Martin, Representative Smith, Representative Burns, Representative Loftis, Representative Collins, Councilor Meadows, Councilor Payne, County Council Chair Taylor, Councilor Norris, Commissioner Willard, Commissioner Davis, Mayor Cook, Mayor Lee, Mayor Raines, Mayor Danner, Mayor Durham, Mayor Curtis, Mayor McCall, Keith Brockington and Matt Carter

**OTHERS PRESENT:** E. Vinson, H. Hahn, S. Julius, B. Hansley, H. Gamble, E. Dillon, T. Elrod, J. Chasteen, M. Freeman, H. Lollis, J. Gardner, A. Babinicz, M. Richards and S. Yudice

**CALL TO ORDER**

Chairman Kirven called the meeting to order at 10:00 a.m.

**APPROVAL OF THE MINUTES OF THE FEBRUARY 22, 2016 COMMITTEE MEETING.**

**MOTION:** Without objection the minutes of the February 22, 2016 Committee meeting were approved unanimously by voice vote.

**PUBLIC COMMENT**

There were no individuals signed up to speak.

**SCDOT PROJECT STATUS UPDATE**

Tommy Elrod addressed the Committee members with an update of projects within the GPATS area as were provided in the agenda packets. The I-85, 385 interchange has begun and there is a web site (85385gateway.com) which will provide information on the progress and plans for the project. He stated the I-385 pavement rehab project should begin in July or August. Mr. Elrod stated a new project which was in the SCDOT STIP, would look at a location along I-85 to build a park and ride lot. He mentioned the Church Street Bridge at McBee Avenue needing repair and the project would be put out to bid in December and early next year the project would begin. Mr. Elrod spoke of sidewalk projects and went over guideshare project status. He mentioned the 153 project and work was still being done regarding mitigation. He stated a site near Pumkintown was being intended for purchase to use for mitigation. Salters Road

received bids in November and in May the project would begin with Salters Road being closed about 14 months.

Representative Burns asked about the 290/253 project which was scheduled for completion in April, when would the project be completed.

Mr. Elrod stated the only information he had stated summer, he would guess that to be June.

### **2016 TRANSPORTATION ALTERNATIVES PROGRAM UPDATE**

Keith Brockington informed the Committee of the annual cycle for the Transportation Alternative Program received two applications, one from the City of Greenville for sidewalks along Haywood Road and the other from the City of Mauldin for Fowler Circle Multi-Use path. He stated the two projects fit within the allocated amount of \$643,694 and final inclusion of the projects into the GPATS TIP (Transportation Improvement Program) will occur in June.

### **GPATS 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #3**

Mr. Brockington addressed the Committee with an amendment to the Transportation Improvement Program to breakout into categories the GTA FY2015 allocation of Section 5307 as follows:

- Capital: \$142,597
- Operating: \$1,000,000
- Enhancements: \$20,703
- ADA: \$207,033
- Maintenance: \$700,000

**MOTION:** By Councilor Payne, seconded by Mayor Danner to approve the Amendment #3 to the GPATS 2016-2021 Transportation Improvement Program. The motion carried unanimously by voice vote.

### **EAST BUTLER ROAD CORRIDOR PLAN PRESENTATION**

John Gardner addressed the Committee with a PowerPoint presentation illustrating the East Butler Road Corridor Plan which was done with the help of Toole Design Group and Sprague & Sprague Consulting Engineers. He stated the stretch of road which the study encompasses is a stretch that citizens feel has a bigger role in defining the feel and look of the community than anything else. Mr. Gardner gave some background information regarding the project which dated back to the GRATS time. He stated the project went into the 2000 Long Range Transportation Plan as a four lane road. The SCDOT no longer builds the four lane roads and their Advance Project Report came back with a five lane roadway. There has been much opposition to a five lane road from the community and

businesses as Right of Way is constrained. He stated they had attempted to make the street fit the community. We heard what people wanted out of this street. He stated they made people a priority and heard concerns of minimizing impact on properties, mitigate congestion, address safety and drainage and improve the character and look of the roadway. Mr. Gardner illustrated where most accidents have occurred. He stated they were not expecting a huge amount of growth in the area. He illustrated three sections of the road and provided the suggestions for each. Mr. Gardner stated he felt they could maintain accessible operations with intersection improvements only.

**MOTION:** By Senator Martin, seconded by Mayor Raines to endorse the East Butler Road Corridor Plan. The motion carried unanimously by voice vote.

Mayor Raines complimented Mr. Gardner on the work that had been done on the plan.

Representative Smith endorsed the plan and commented on the problems that would occur if a five lane roadway was to be made. He also complimented Mr. Gardner on the plan.

The motion to endorse the East Butler Road Corridor Plan carried unanimously by voice vote.

#### **GPATS 2040 LONG-RANGE TRANSPORTATION PLAN KICK-OFF**

Keith Brockington updated the members of the Committee with the anticipated contract signing with a consultant to be mid-April and formal kickoff of LRTP on May 1<sup>st</sup>. He stated staff had spent the last few months gathering data and holding internal discussion to prepare. He provided a tentative schedule for the plan. Mr. Brockington stated once the contract has been signed the Policy Committee will be given the opportunity to meet with the consultants to coordinate LRTP expectations and ideas. We are expecting to sign on Kimley Horn and Associates and they have Alta Planning and Design subcontracting and OLH Incorporated. The meeting will be set the first month or so of the process and all Policy committee members will be encouraged to attend.

Chairman Kirven asked the committee members to let him know what possible dates they could be available to have the meeting with the consultants.

Mayor Cook suggested the Chairman provide several dates and times and allow the members to pick.

A suggestion was made to perhaps schedule the meeting with the consultants in the evening or even on a Saturday.

#### **TIGER VIII GRANT PRESENTATION**

Keith Brockington addressed the committee members on the status of the TIGER VIII Grant application. He stated in 2015 the City of Greenville and Greenville County submitted an application for the SCDOT TIGER Grant VII round. The application was widely praised and supported locally and was very nearly accepted and funded by USDOT Secretary Foxx. He stated building on that momentum the City and County of Greenville are again applying for TIGER VIII. The application was similar to the previous application, taking into consideration the lessons learned, refining budgets and details and overall strengthening the application. He stated if received, the grant will transform the current Greenlink transit system, it calls for the creation of circulator routes to connect West Greenville and other underserved neighborhoods within the City of Greenville as well as the municipalities. The grant requests funding for activation of the Greenville County's railroad corridor to extend the Swamp Rabbit Trail from E. Washington Street to CU-ICAR. Activation of the corridor includes a connection to the community of Arcadia Hills and Verdae. Mr. Brockington requested the Committee's endorsement of the submission of the grant.

Mayor Raines asked why the Swamp Rabbit extension is not going towards Mauldin and Simpsonville?

Mr. Brockington stated the projects had to be shovel ready in order to qualify for the application. He stated although Mauldin and Simpsonville did not have a shovel ready project, it would see expanded transit service.

**MOTION:** By Councilor Payne, seconded by Mayor Danner to endorse the TIGER VIII application.

Mayor McCall stated the study done by Furman University pertaining to the Swamp Rabbit Trail is available on line showing the total users of the trail, walkers and cyclists. It is amazing the number of people utilizing the trail. He stated he thought about 30% of the users of the trail are from outside Greenville County.

The motion on the floor carried unanimously by voice vote.

Chairman Kirven thanked the Commissioners Willard and Davis for being in attendance.

Mr. Davis spoke about the roads bill being taken up at this time. He noted he felt the current SCDOT staff was a good, strong, efficient group led by a terrific leader in Christy Hall. He stated there may have been some issues in the past, no funding issues, and no embezzling issues. He stated he felt from here on out there would be good work seen from the staff and Commission. Mr. Davis stated he felt the Commission was the transparency for the SCDOT and an important oversight group in the process. The main thing he said was to find out what the funding was going to be and to know the funding would be there next year and the next year so some planning can be done.

Mr. Willard concurred with Mr. Davis and was glad the audit came back indicating no fraud or mismanagement of funds which had been claimed. He felt it brought to light a lot about prioritization. He stated with funding being tight the state would have to look more at its freight corridors and he did not feel there would be much in the area of funding local projects. Mr. Willard stated he felt the MPO's would need to look at capacity issues primarily done with a number of intersection type improvement projects.

Representative Smith updated the committee on issues that took place in the South Carolina House last week with the Roads Bill. Currently it is being looked at to see if it really deals with the issue of funding. Dealing with restructure/reorganization the House took a very good look at the LAC (Legislative Audit Council) report and their findings concerning the internal audit process and moved that process under the State Auditor where it would have that independent support. Representative Smith stated on the budget side they identified funding sources as they have been that made sense to be put into the Department of Transportation Trust Fund. This year an additional 65 million dollars from the vehicle sales was moved into the fund, which has been done for the past three years. An additional 115 million dollars in fees, such as driver's license fees into the DOT Trust Fund. They will continue to look for funding sources.

Councilwoman Norris stated she was very supportive of the leadership role of Christy Hall.

Councilor Payne appreciated Representative Smith's explanation. He mentioned in 2014 there was a referendum that would have helped Greenville County roads but was defeated because there was so much talk about there being enough money to do what needed to be done. He asked what the possibilities were that the State would find the money to meet the needs or would encourage the counties to find monies.

Representative Smith stated several areas would need to be looked at before looking elsewhere, such as gas tax for the needed funds.

Mr. Carter asked had there been discussions regarding transit.

Representative Smith stated they have not had any discussions regarding transit.

### **OLD BUSINESS**

There was no old business.

**NEW BUSINESS**

There was no new business.

**ADJOURNMENT**

There being no further business, and without objection the meeting adjourned at 11:30 a.m.

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Submitted by Recording Secretary

## **GPATS Projects Status Report – May, 2016**

### **Non-Guideshare Projects**

#### **Interstate**

I-85/I-385 Interchange: 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 Roads; construct auxiliary lanes and widen ramps on I-85 between Pelham Road and I-385; add collector-distributor roads along I-385 and replace loop ramps with directional ramps; this project will also replace the Roper Mountain Road bridge over I-85, improve the Woodruff Road @ Garlington/Miller Roads intersection and other improvements to Woodruff Road between I-85 and Market Point Drive, and upgrade the traffic signals on Woodruff Road between Roper Mountain Road/Verdae Boulevard and SC 14; cost proposals opened 8/6/14, with Flatiron Constructors/Zachry Construction Corp Joint Venture the winning team, with a low bid of \$231,116,087 and a construction time of 1,035 days, starting 12/14/2015 (NTP #2); construction activities began late January 2016, with substantial completion expected late 2018

I-85 Widening from Pelham Road to SC 101: widen selected segments of I-85 to 8 lanes from Pelham Road to SC 101; includes replacing the Rocky Creek culvert with a bridge and raising the grade of I-85 just south of Pelham Road; also includes replacing the S. Batesville Road bridge over I-85; began preliminary engineering (Michael Baker is consultant) late 2015, with environmental phase/NEPA document expected complete within 24 months; construction scheduled to begin FY 20

I-85 Widening from White Horse Road to Woodruff Road, and improve I-85/Laurens Road interchange: widen selected segments of I-85 to 8 lanes from White Horse Road to Woodruff Road, and upgrade the I-85/Laurens Road interchange; includes the replacement of the Ridge Road bridge over I-85, and 50% funding participation in the replacement of the Salters Road bridge over I-85; began preliminary engineering (HDR/ICA Engineering is consultant) late 2015, with environmental phase/NEPA document expected complete within 24 months; construction scheduled to begin FY 20

I-385 Pavement Rehabilitation: rehabilitate and resurface I-385 from near Stone Avenue to Roper Mountain Road; bid opening May 2016 but no bids received; intend to readvertise summer 2016; construction scheduled to begin late 2016; expect some extended lane closures (over weekend) for southbound outside lane on I-385

I-85/SC 290 Interchange: convert the existing diamond interchange to a diverging diamond type interchange and improve the ramps; began preliminary engineering (Kimley-Horn is consultant) late 2015 with construction scheduled to begin FY 19

I-85 Widening in Spartanburg/Cherokee Counties: widen 16 miles of I-85 to 6 lanes from Gossett Road, Exit 79, to SC 18, Exit 96; includes preliminary engineering for the final 10 miles from SC 18 to the NC line; began preliminary engineering in FY 14; short-listed three teams March 2016: Archer Western/Sloan, Blythe/Zachry, and Lane Construction, with design-build bid opening scheduled for fall 2016; total estimated budget of \$320 million



I-85 Park and Ride Lot: SCDOT has selected AECOM to assist with the identification and design of a park and ride facility along the I-85 corridor; R/W is scheduled for FY 19 and construction for FY 20

### **Bridges**

S-164 Gibbs Shoals Road over Enoree River, south of Greer: replace bridge; PE began late 2015 with R/W in FY 17 and construction in FY 19

S-267 Bell Shoals Road over Twelve Mile Creek, 3.5 miles southwest of the City of Pickens; R/W in FY 16 and construction in FY 18

S-42-75 Mt. Lebanon Church Road bridge replacements over M. Tyger River and tributary of M. Tyger River in Spartanburg County: began PE in late 2015 with R/W in FY 18 and construction in FY 19

S-272 W. Georgia Road over Reedy River, west of Simpsonville: begin PE in FY 15 with R/W in FY 17 and construction in FY 18

US 29 Church Street bridge over S-75 McBee Avenue in the City of Greenville: rehab bridge deck and paint steel beams; PE began late 2015 with construction scheduled to begin spring 2017; expect lane closures

S-335 Edwards Road over tributary to Enoree River, west of Taylors: Act 98 special bridge replacement program, open bids May 2015, with a 4/30/16 completion date (for 5 bridges)

S-191 Jones Mill Road over Howard Branch, north of Ft. Inn: Act 98 program, open bids May 2015, with a 4/30/16 completion date (for 5 bridges)

S-384 Shannon Drive over Brushy Creek, north of GSP Airport between E. North Street and Edwards Road: Act 98 program, construction schedule pending

S-154 Tall Pines Road over Payne Branch, Act 98 program, construction schedule pending

S-903 Willis Road over Beaverdam Creek, northwest of Sandy Flat: Act 98 program, construction schedule pending

S-160 Jones Mill Road over Six Mile Creek, southwest of Six Mile in Pickens County: emergency bridge replacement scheduled for construction in 2015

S-318 Lakeshore Drive over Lake Lanier Dam/Spillway, northwest of Landrum in Greenville County: bridge replacement scheduled for construction in 2016/2017

### **Safety**

SC 146 @ SC 417: improve the intersection of Woodruff Road and Lee Vaughn Road in Greenville County; a roundabout is proposed; construction scheduled to begin late 2016

SC 101 @ S-135: improve the intersection of Saluda Gap Road and N. McElhaney Road near the Lake Cunningham Fire Department in Greenville County; roundabout design stopped due to local opposition; alternative designs will be investigated

#### **TAP**

Swamp Rabbit Trail Extension, from Trade Street to Loma Street in the City of Simpsonville: 2,700' multi-use path to be constructed between S. Main Street and the railroad tracks; PE scheduled to begin April 2016, with R/W in FY 18 and construction in FY 19

Woodruff Road Sidewalk, along the north side of Woodruff Road from Roper Mountain Road to Old Country Road, near I-85; administered by the City of Greenville; environmental document scheduled for April 2016, with R/W acquisitions summer 2016, and construction late FY 2016

Riverside Middle School Sidewalk project in Pendleton: improve sidewalks and improve drainage on W. Queen Street, Riverside Street and other streets in Pendleton in Anderson County; SDCOT is managing the project, with matching funds provided by Anderson School Dist. 4; schedule is pending

#### **Federal Earmark**

Fairforest Way Phase 2 improvements between Ridge Road and Laurens Road: project management provided by the City of Greenville; funding is federal earmark funds with the City of Greenville providing the 20% matching funds (since Fairforest Way is a city-maintained road); R/W acquisitions underway with construction scheduled for the second half of 2016

#### **Guideshare Projects**

#### **GPATS TIP**

SC 101/290 N. Buncombe Road in Greer: widen N. Buncombe to 5 lanes from Wade Hampton Blvd to the intersection of Locust Hill and Saluda Gap Roads; construction bids opened October 2014 with only two bids received; re-bid February 2015, with Eagle Construction the low bidder at \$4,221,145.18, with a 5/31/16 completion date

S-164 Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road, and relocating 2,200-ft. of Batesville Road at Ebenezer UMC to avoid impacts to cemetery; R/W acquisition process begun September 2014, with construction scheduled to begin summer 2017

SC 183/Jim Hunt Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road; bid opening April 2016 with S&S Construction the low bidder at \$1,035,393.87, with construction completion scheduled for summer 2017; a crest vertical curve on SC 183 will have to be lowered about 3 feet (via a temporary detour) due to the crash history and to meet sight distance requirements

SC 183/Jameson Road Intersection in Pickens County: construct roundabout at the intersection of SC 183 (Farrs Bridge Road) and Jameson Road; R/W acquisition process currently on hold; construction scheduled to begin spring 2018

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; opened bids November 2014 with only 2 bids received; re-bid March 2015, with Sloan Construction the only bidder at \$5,564,915.82, with a mid-November 2016 completion date

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; opened bids 2/9/16, with Thrift Development low bidder at \$1,367,895.02; sewer upgrades by City of Liberty contractor scheduled for mid-April to mid-June; construction scheduled to begin June 2016, with completion expected by summer 2017

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, a distance of 3 miles, including new bridges over the railroad and Hamilton Creek; R/W acquisition process began mid-2014; anticipate securing Corps of Engineer's permit late 2016, with construction bid opening scheduled for February 2017

Salters Road in Greenville: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; opened bids November 2015 with Flatiron-Zachry joint venture low bidder at \$12,858,515.28; expect to close the road and bridge beginning May 2016, with re-opening August 2017; funding for the I-85 bridge replacement is shared 50/50 by this project and the I-85 widening project (White Horse Rd. to Woodruff Rd.)

Woodruff Road/I-85 Ramp Modifications in Greenville: improve the NB I-85 exit ramp at Woodruff Road, the Woodruff Road/Carolina Point Parkway intersection and the WB Woodruff Road entrance ramp to I-85; R/W acquisition and construction will be accomplished as a part of the I-85/385 design-build project

Woodruff Road @ Garlington/Miller Roads in Greenville: improve the intersection of Woodruff Road at Garlington/Miller Roads by providing additional turning lanes; R/W acquisition and construction will be accomplished as a part of the I-85/385 design-build project

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; construction bids opened June 2015, with Eagle Construction the low bidder at \$1,263,973, with expected completion summer 2016

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell Roads by providing additional turning lanes; opened bids November 2014, with Eagle Construction the low bidder at \$1,675,405.19. Contract completion was 10/31/15.

US 178 Ann Street in the City of Pickens: this is a jointly funded project with the Pickens CTC; the intent is to improve US 178 from Main Street to just beyond the Jones Street intersection; the CTC through their consultant (Transystems) will prepare R/W and construction plans utilizing CTC funds, and contribute approx. \$1.4 million towards construction; SCDOT will prepare the environmental document, and manage the R/W, utility relocation and construction phases; a public information meeting was held Feb. 2, 2012; R/W acquisition process is underway with construction beginning early 2017

SC 146 Woodruff Road Widening in 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; public information meeting held 3/17/15; R/W acquisition process initiated September 2015, with construction scheduled to begin by summer 2017

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; 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 2 intersections; R/W acquisition process scheduled to begin fall 2016 with construction beginning fall 2017

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; widen to 3 lanes with curb/gutter/sidewalk; \$1,496,391 consultant agreement with ICA Engineering executed 1/29/13; public information meeting held 12/4/14; R/W acquisition process initiated September 2015 with construction beginning spring 2018

Roper Mountain Road (S-183/S-548) improvements between Roper Mountain Road Ext. and I-85; widen to 5 lanes with curb/gutter/sidewalk from near RMR Extension to Blacks Drive, and to 3 lanes for the remainder; \$1,114,188 consultant agreement executed with ICA Engineering executed 1/29/13; public information meeting held 12/4/14; R/W acquisition process initiated September 2015 with construction beginning spring 2018

Woodruff Road Parallel: new location, 4-lane divided roadway with multi-use path, from Miller Road to Verdae Boulevard; includes new bridge over I-85; SCDOT has initiated consultant selection process, with proposals due June 6; R/W acquisition phase scheduled to begin FY 18 and construction in FY 21

SC 153 Corridor Improvements in Powdersville: various corridor improvements including turning lanes and median crossover reconstruction along SC 153 from I-85 to Old Pendleton Road; median crossover reconstruction would allow left turns from SC 153 onto the side road but would prohibit left turns from the side road onto SC 153; a raised median was installed on SC 153 at QT/Chickfila in April 2016; SCDOT Traffic Engineering is developing a project to implement raised medians at SC 153/Bi-Lo and at SC 153/Powers Boulevard, to be constructed in 2017; for the GPATS project, preliminary engineering is underway with R/W acquisitions scheduled for FY 18 and construction for FY 19/20

Please contact SCDOT Program Manager Tommy Elrod with any questions or comments.

[elrodit@scdot.org](mailto:elrodit@scdot.org) 864-239-6098 office 864-982-0080 cell



Greenville County Planning Department

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Attachment 3

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 20, 2016

**SUBJECT:** GPATS 2016 Transportation Alternatives Program Update

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In March, GPATS Staff reviewed the applications for the FY 2016 Cycle for the Transportation Alternatives Program, and presented to the Policy Committee in April:

- City of Greenville – Haywood Road Sidewalk - \$400,000 + match
- City of Mauldin – Fowler Circle Multi-Use Path - \$63,050 + match
  - Amendment to existing TAP Project (FY13)

These two applications, fitting within the allocated amount of \$643,694, will both be accepted, and have been placed in the DRAFT GPATS TIP.

**This item is being provided for informational purposes only, and no action by the Policy Committee is required at this time. The Policy Committee will be asked to adopt these projects into the TIP later in the Agenda.**



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Attachment 4

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 20, 2016

**SUBJECT:** GPATS 2016-2021 TIP Amendment AC#4

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Please find attached, **Attachment 4.2**, the GPATS 2016-2021 Transportation Improvement Program Financial Statement reflective of changes to be included in Amendment/Correction #4.

Changes to be made include:

- Addition of the previously discussed TAP Projects
- Inclusion of the FY2016 Federal Transit Administration Funding, as established in **Attachments 4.3, 4.4, and 4.5**, covering FTA Section 5307, 5310, 5339, and SCDOT State Mass Transit Funding.
- Inclusion of the FY2017 FTA 5303 Funding which is dispersed into the GPATS UPWP “PL Funding.”

**The Policy Committee is being asked to approve the aforementioned changes, allowing adoption into the SCDOT State Transportation Improvement Program (STIP). This amendment will be noted as Amendment/Correction #4 or AC#4.**

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2016-2021 FINANCIAL STATEMENT

Amendment Version AC#4 - 6/3/2016

TIP Approved -- 6/15/2015 | AC#3 Approved -- 4/18/2016

(COST IN THOUSANDS)		TIP							
		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TIP COST (2016-2021)
GUIDESHARE ALLOCATION		\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$18,078	\$108,468
DEBT SERVICE		(\$3,705)	(\$3,660)	(\$3,604)	(\$3,552)	(\$3,500)	(\$3,434)	(\$3,439)	(\$21,189)
SCDOT SIGNAL RETIMING		(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)
ALLOCATION AVAILABLE FOR PROJECTS		\$14,223	\$14,268	\$14,324	\$14,376	\$14,428	\$14,494	\$14,489	\$86,379
CARRYOVER AVAILABLE FROM PREVIOUS FY		\$24,536	\$20,143	\$16,203	\$8,677	-\$4,047	-\$3,419	\$3,575	
GUIDESHARE SUBTOTALS		(\$18,616)	(\$17,283)	(\$21,850)	(\$27,100)	(\$13,800)	(\$7,500)	(\$21,000)	(\$108,533)
BALANCE		20,143	17,128	8,677	(4,047)	(3,419)	3,575	(2,936)	(2,936)
									FY14-19 GUIDESHARE SUMMARY
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE  * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY  ** - ENVIROMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)  *** - Projects to me merged with I-85 @ I-385 Design/Build  **** - Projects may be combined for cost saving, if possible.		REVENUES		ALLOCATION	\$108,468				
				CARRYOVER	\$20,143				
		EXPENDITURES		PROJECTS	(\$108,533)				
				DEBT	(\$21,189)				
				OTHER	(\$900)				
		BALANCE		(2,011)					
DRAFT CHANGES HIGHLIGHTED									

Amounts shown in Italics are Non-Guideshare funds

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2015	TIP						TIP COST (2016-2021)	REMAINING COST (2022+)	FUNDING
					FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021			
		DEBT SERVICE	\$ 49,129	\$3,705	\$3,660	\$3,604	\$3,552	\$3,500	\$3,434	\$3,439	\$21,189	\$420	STP
Completed Projects													
37447RD02	24	SC 153 WIDENING FROM NEAR COOPER RD TOWARD I-85	315								Complete		STP
38114RD01		BRUSHY CREEK AND PEARSON	1,532 465								Complete		STP <i>Pickens County CTC</i>
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD	1,548								\$4,000		STP
37728RD02		JIM HUNT RD	43		2,000 C								
37728RD03		JAMESON RD		109 R			2,000 C						
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,450 P 2,000 R	200 P,R		5,000 C 1,750 C	5,000 C				\$10,000		STP  <i>Safety</i>
39309RD01	30	SC 153 EXTENSION - PHASE 1 US 123 TO PRINCE PERRY ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	2,300 P 1,700 R			4,000 C	8,600 C				\$12,600		STP
39309RD02	27	SC 153 EXTENSION - PHASE 2 PRINCE PERRY ROAD TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	1,000 P	378 R	1,200 P	4,500 C	4,000 C				\$9,700		STP
37685RD01	1	NORTH BUNCOMBE RD (SC 101/SC 290) FROM WADE HAMPTON (US 29) TO LOCUST HILL (SC 290) (FIVE LANES WITH BIKE LANES)	700 P 300 R 4,500 C	680 C							Fully Obligated		STP
39283RD01	2	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASTER ROAD (THREE LANES WITH BIKE LANES AND SIDEWALKS)	400 P 629 R 3,500 C	50 P 2,000 C	1,433 C						\$1,433		STP

38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	300 P 199 R	1,999 C							Fully Obligated		STP
38112RD01	9/12	SALTERS ROAD - PHASE 1 & 2 VERDAE BLVD. TO MILLENIUM BLVD. (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)	1,600 P 1,128 R	5,000 C 3,500 C 1,500 C	5,000 C						\$5,000		STP  NHS/IM Local
39660RD01	5	WOODRUFF ROAD (SC-146) IMPROVEMENTS FROM NEAR SCUFFLETOWN RD (S-23-145) TO BENNETTS BRIDGE (SC-296) WITH IMPROVEMENTS TO INTERSECTIONS	400 P	350 PE 1,500 R	1,750 R	6,350 C					\$8,100		STP
TBD	14	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS									On Hold		STP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P	600 R	600 R		2,000 C	3,500 C			\$6,100		STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P	750 R	750 R		2,500 C	3,500 C			\$6,750		STP
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)						500 P	3,000 R, C	8,500 C	\$12,000	\$5,000	STP
TBD	11	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)						500 P	2,500 R, C	6,500 C	\$9,500	\$2,500	STP
		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)		2,900 P			2,000 R	4,000 R		6,000 C	\$12,000	\$26,400	STP
		SC-153 IMPROVEMENTS I-85 TO SC-123 (INTERSECTION IMPROVEMENTS, TURNING LANES)		500 P			1,000 R	1,800 C	2,000 C		\$4,800		STP
Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates													
37687RD01		SC 101 AND FEWS CHAPEL	2,137								Complete		STP
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS**	1,781 P										STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	375 P,R	1,600 C									STP
39303RD01		US 178 AND SC 93	300 P 470 R 0 C		2,150 C						\$2,150		STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	478 P 484 R 3,051 C								Fully Obligated		STP
39301RD01		BRUSHY CREEK AND STRANGE	549 P,R 2,067 C										STP
39542RD01		ANN ST (US 178) AND JONES ST	450 P,R		1,900 C						\$1,900		STP Pickens County CTC
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	250 P	0 R	500 R	2,000 C					\$2,500		STP



**GPATS FINANCIAL STATEMENT (CONT)**

2016	S-23-22 - NEAR US-25 TO SANDY FLAT	Greenville		10,145 *									RECON &REHAB
2016	S-23-52 - S-570 TO SC-8	Greenville											RECON &REHAB
2016	S-23-104 - HIWASSE DR TO NEAR S-133	Greenville											RECON &REHAB
2016	S-23-170 - OLD BUNCOMBE TO US-25	Greenville											RECON &REHAB
2016	S-23-170 - NEAR US-25 TO US-25	Greenville											RECON &REHAB
2016	SC-253 - CONEST TO REID SCH RD	Greenville											RECON &REHAB
2016	SC-288 - PICKENS CO TO US-276	Greenville											RECON &REHAB
2016	US-25 - NEAR W GA TO WHITEHORSE EXT	Greenville											RECON &REHAB
2016	S-23-21 - US-29 TO US-276	Greenville		2,269 *									RECON &REHAB
2016	S-23-920 - SC 290 TO MILFORD CH RD	Greenville											RECON &REHAB
2016	SC-23-20 BRACKEN TO WHITEHORSE	Greenville											RECON &REHAB
2016	SC-253 - SC 291 TO CONE ST	Greenville											RECON &REHAB
2016	SC-291 - EDWARDS TO PINEY MTN	Greenville											RECON &REHAB
2016	SC-291 - PINEY MTN TO STATE PARK	Greenville											RECON &REHAB
2016	SC-418 - GREENVILLE CO TO THOMPSON	Laurens		1,065 *									RECON &REHAB
2016	US-29 - GREENVILLE CO TO ARLINGTON	Spartanburg		7,494 *									RECON &REHAB
2016	US-29 - ARLINGTON TO PINE RIDGE	Spartanburg											RECON &REHAB
	BRIDGE US-29 AT S-23-75 - GREENVILLE	REHAB			60 P	2,400 C							BRIDGE REHAB
	BRIDGE US-29 AT US-29 - ANDERSON	REHAB		28 P			730 C						BRIDGE REHAB
	BRIDGE S-4-75 AT US-29 - ANDERSON	REPLACEMENT		543 P, R		1,200 R	8,400 C						BRIDGE REPLACE
	BRIDGE S-39-267 AT 12 MILE CREEK - PKN	REPLACEMENT	499 P		98,600 R		2,920 C						BRIDGE REPLACE
	BRIDGE S-23-164 AT ENOREE RIVER - GRV	REPLACEMENT		491 P		100 R		2,657 C					BRIDGE REPLACE
	BRIDGE S-42-75 AT TYGER RIVER - SPBG	REPLACEMENT		900 P			24 R	2,360 C					BRIDGE REPLACE
	BRIDGE S-42-75 AT RESIN CREEK - SPBG	REPLACEMENT		900 P			24 R	2,360 C					BRIDGE REPLACE
	BRIDGE S-23-335 AT ENOREE RIVER - GRV	REPLACEMENT	7,773 C										BRIDGE REPLACE
	BRIDGE S-23-164 AT ENOREE RIVER - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-526 AT N SALUDA - GRVL	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-191 AT HOWARD BR - GRVL	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-384 AT BRUSHY CREEK - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-270 AT S TYGER RIVER - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-154 AT PAYNE BRNCH - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-903 AT BEAVERDAM CR - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-132 AT ARMSTRONG CR - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-456 AT HORSE CREEK - GRV	REPLACEMENT											BRIDGE REPLACE
	BRIDGE S-23-272 AT REEDT - GRVL	REPLACEMENT		350 P		400 R	5,500 C						BRIDGE REPLACE
37569	WOODRUFF (SC 146) AND BENNETT'S BRIDGE (SC 296) INTERSECTION		625								Complete		SAFETY
	SC 101 @ S-23-135 INTERSECTION		5,720	2,165							Complete		SAFETY
	SC 146 @ SC 417 INTERSECTION												SAFETY
	S-23-50 @ S-23-1912 INTERSECTION												SAFETY
	SC 101 @ S-23-546 INTERSECTION												SAFETY
	SC 290 @ S-23-171 INTERSECTION												SAFETY
	SC-291 @ S-23-7 INTERSECTION												SAFETY
	SC-8 @ S-4-485 INTERSECTION												SAFETY
	US-178 @ S-39-64 & S-39-326 INTERSECTION												SAFETY
	SC-186			1,200	4,364						4,364		SAFETY
	S-4-485												SAFETY
	US-178												SAFETY
	S-39-250												SAFETY
	S-23-46												SAFETY
	S-23-920 (Old Rutherford Rd) @ Old Greer Town Road				150	50	4,375				4,575		SAFETY
	S-23-132 (Old Hunts Bridge Rd)												SAFETY
	S-23-159 (Garrison Rd)												SAFETY
	S-23-22 (State Park Rd)												SAFETY
	S-23-279 (Reid School Rd)												SAFETY
	S-23-310 (Crestwood Rd)												SAFETY
	S-23-543 (Fairview St Ext/Greenpond Rd)												SAFETY
	S-23-84 (Standing Springs Rd)												SAFETY
	S-23-139 (Thomas Mill Rd)												SAFETY
	S-23-140 (Winding Creek Rd)												SAFETY
	US-29 CORRIDOR SIGNAL RETIMING		3,000										NHS/IM
	I-85 CORRIDOR MANAGEMENT PLAN				2,100 P								NHS/IM
38110	I-85 (WIDEN TO 8 LANES FROM US 25 TO SC 129)	21,050 P		6,995 P	24,325 P,R,C	3,580 P,R,C	10,220 R,C	185,180 P,C			\$ 223,305	\$0	NHS/IM
	I-85 REHAB FROM MM 47-49, MM 54-56	3,617 C									Complete		NHS/IM
	I-85 REHAB FROM MM 56-68	48,680 P,C									Complete		NHS/IM
P027223	I-385 REHAB FROM MM 36.69-42.1				30,000 P,C								NHS/IM
	I-385 (WIDEN TO 6 LANES FROM NORTH OF S-272 TO I-85)	80,600									Fully Obligated		NHS/IM
38111	I-85 @ I-385 (EXIT 51)	7,000 P 180,000 C		90,000 C							Fully Obligated		NHS/IM S/B
EXEMPT SUBTOTAL			\$507,926	\$151,014	\$161,399	\$7,730	\$32,193	\$192,930			\$394,252		

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

Transit Projects													
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2013	FY 2014	FY 2015	TIP						TIP COST (2016-2021)	REMAINING COST (2022+)	FUNDING
					FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021			
	GREENVILLE URBANIZED AREA (CA)	2,771	2,959	3,052	2,887						\$2,887		FTA SECTION 5307 & 5340
	Greenville Transit Authority		1,980	2,070	1,935								
	Capital			143									
	Operating	1,508	1,062	1,000									
	Enhancements/Improvements	28	20	21									
	ADA	277	198	207									
	Planning Administration												
	Preventative Maintenance	958	700	700									
	Clemson Area Transit		979	981	952								
	Capital												
	Operating		630	616									
	Enhancements/Improvements		10	10									
	ADA												
	Planning Administration/Security			10									
	Preventative Maintenance		339	346									
	GREENVILLE URBANIZED AREA (PL)	79	91	100	100	100					\$200		FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,464	1,497	1,494	1,709						\$1,709		FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)	24											FTA SECTION 5303
	JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM	612	N/A	N/A									FTA SECTION 5316/5317
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)	321	358	357	360						\$360		FTA SECTION 5310
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	274	291	303	254						\$254		FTA SECTION 5339
	-- GTA Capital Purchase	146	155	162	170								5339 Replacement
	-- CAT Capital Purchase	128	136	141	84								
	FY 2013 Section 5339 Replacement				274								
	-- GTA Capital Purchase				146								
	-- CAT Capital Purchase				128								
	STATE MASS TRANSIT FUNDING				317								SMTF
	-- GTA SMTF				213								
	-- CAT SMTF				105								
	SCDOT Vehicle Replacement Initiative				2,134						\$5,260		FTA SECTION 5307
	-- GTA Capital Purchase				377								SMTF
	-- CAT Capital Purchase				2,338								5037
					413								SMTF
	FTA SUBTOTAL	5,821	5,486	5,609	\$5,056	\$100					\$5,156		

Transportation Alternatives Program Projects													
PIN #	TA Program		Previous Obligations	FY 2015	TIP						TIP COST (2016-2021)	REMAINING COST (2022+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021			
	1	Anderson County SC 81 Sidewalks	240										TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800										TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280										TAP 20% Local Match
	4	Anderson School District One Ragsdale Road Sidewalks	200										TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534										TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	260		63								TAP 20% Local Match
	3	City of Greenville Woodruff Road Sidewalks	361										TAP 20% Local Match
	4	Anderson School District Four Riverside Middle School Sidewalks	250										TAP 20% Local Match
	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	795	450									TAP 20% Local Match
	2	Town of Williamston Minor Street Sidewalk Project - Phase I		200									TAP 20% Local Match
	1	City of Greenville Haywood Road Sidewalks			400								TAP 20% Local Match
		TAP OBLIGATION	(3,720)	(650)	(463)	0	0	0	0	0			
		ANNUAL TAP ALLOCATION		631	622	622	622	622	622	622	3,731		
		FUNDING ADVANCEMENT	1,244	631	622	622	622	622					
		ADVANCEMENT REPAYMENT		622 (13)	622 (13)	622 (13)	622 (13)	622 (14)	622 (15)	622 (16)			
		BALANCE	(2,477)	(2,486)	(2,327)	(1,706)	(1,084)	(462)	(462)	(462)			
		TAP TOTAL		650	463	0	0	0	0	0			
FY 2014-2019 TIP GRAND TOTAL				\$178,294	\$186,935	\$33,284	\$62,845	\$210,230	\$10,934	\$24,439	\$528,667	\$34,320	

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION

# FTA/State Apportionment Breakdowns

Overall	FY2014	FY2015	FY2016	Change
Section 5307/5340	\$ 2,958,955.00	\$ 3,051,788.00	\$ 2,887,035.00	\$ (164,753.00)
Section 5310	\$ 357,563.00	\$ 356,929.00	\$ 360,053.00	
Section 5339	\$ 290,872.00	\$ 303,049.00	\$ 253,808.00	
SMTF			\$ 317,188.00	
Total	\$ 3,607,390.00	\$ 3,711,766.00	\$ 3,500,896.00	

## Greenville Transit Authority

	66.92%	67.84%	67.03%	-0.81%
Section 5307	\$ 1,980,132.69	\$ 2,070,332.98	\$ 1,935,229.69	\$ (135,103.29)
Section 5339			\$ 170,131.91	
SMTF			\$ 212,616.62	

## Clemson Area Transit

	33.08%	32.16%	32.97%	0.81%
Section 5307	\$ 978,822.31	\$ 981,455.02	\$ 951,805.31	\$ (29,649.71)
Section 5339			\$ 83,676.09	
SMTF			\$ 104,571.38	

## Mauldin-Simpsonville

Section 5307	\$ 1,709,289.00
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See other tab for Formula

Table 1  
FY 2016 Sub-allocation Formula

Variables

Non-Incentive	Population	PWD	BVRM
90.8%	25%	25%	50%

Incentive

9.2%
------

Inputs

Overall (Transit Served)								
	Population	Area (sq mi)	Pop Density	PWD	BVRM	ULT	OC	Efficiency
	178,522	96.02	1,859.22	1,869.28	1,239,781	2,599,431	\$ 7,890,496.00	1,474,856.13
Greenville								
	Population	Area (sq mi)	Pop Density	PWD	BVRM	ULT	OC	Efficiency
	150,881	78.42	1,924.01	1,626.11	738,382	1,005,010	\$ 5,942,288.00	169,975.79
Share	84.52%	81.67%		86.99%	59.56%	38.66%	75.31%	11.52%
Clemson								
	Population	Area (sq mi)	Pop Density	PWD	BVRM	ULT	OC	Efficiency
	27,641	17.6	1,570.51	243.17	501,399	1,594,421	\$ 1,948,208.00	1,304,880.34
Share	15.48%	18.33%		13.01%	40.44%	61.34%	24.69%	88.48%

Split

Greenville	67.03%
Clemson	32.97%
	100.00%

$$\text{Share \%} = ((\text{Population\%} \times 25\%) + (\text{Pop Weighted Density\%} \times 25\%) + (\text{Bus Vehicle Revenue Miles\%} \times 50\%) \times 90.8\%) + (\text{Efficiency\%} \times 9.2\%)$$

$$\text{Population Weighted Density\%} = (\text{Population} / \text{Area}) \times \text{Population Share\%}$$

$$\text{Efficiency\%} = \text{Unlinked Trips}^2 / \text{Operating Cost}$$



## Greenville Transit Authority (GTA)

2014 Annual Agency Profile

Director of Transportation: Mr. Mark Rickards  
864-298-2750

## General Information

## Urbanized Area Statistics - 2010 Census

Greenville, SC  
320 **Square Miles**  
400,492 **Population**  
93 **Pop. Rank out of 498 UZAs**

## Other UZAs Served

258 Mauldin-Simpsonville, SC

## Service Area Statistics

227 **Square Miles**  
248,173 **Population**

## Service Consumption

4,473,543 **Annual Passenger Miles (PMT)**  
1,005,010 **Annual Unlinked Trips (UPT)**  
3,256 **Average Weekday Unlinked Trips**  
3,241 **Average Saturday Unlinked Trips**  
0 **Average Sunday Unlinked Trips**

## Database Information

NTDID: 40053  
Reporter Type: Full Reporter

## Service Supplied

738,382 **Annual Vehicle Revenue Miles (VRM)**  
53,311 **Annual Vehicle Revenue Hours (VRH)**  
21 **Vehicles Operated in Maximum Service (VOMS)**  
32 **Vehicles Available for Maximum Service (VAMS)**

## Modal Characteristics

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds				
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Mode							
Demand Response	5	-	\$225,836	\$0	\$0	\$0	\$225,836
Bus	16	-	\$374,270	\$197,596	\$564,948	\$80,362	\$1,217,176
Total	21	-	\$600,106	\$197,596	\$564,948	\$80,362	\$1,443,012

## Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Average Percent Spare Vehicles	Average Fleet Age in Years <sup>1</sup>
Demand Response	\$788,386	\$31,701	\$225,836	72,056	8,939	84,417	6,349	0.0	7	5	28.6%	4.3
Bus	\$5,153,902	\$966,083	\$1,217,176	4,401,487	996,071	653,965	46,962	0.0	25	16	36.0%	6.7
Total	\$5,942,288	\$997,784	\$1,443,012	4,473,543	1,005,010	738,382	53,311	0.0	32	21	34.4%	

## Performance Measures

## Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$9.34	\$124.17
Bus	\$7.88	\$109.75
Total	\$8.05	\$111.46

## Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$10.94	\$88.20	0.1	1.4
Bus	\$1.17	\$5.17	1.5	21.2
Total	\$1.33	\$5.91	1.4	18.9

## Financial Information

## Sources of Operating Funds Expended

Fare Revenues	\$997,784	16.8%
Local Funds	\$544,927	9.2%
State Funds	\$637,113	10.7%
Federal Assistance	\$3,267,999	55.0%
Other Funds	\$494,465	8.3%
Total Operating Funds Expended	\$5,942,288	100.0%

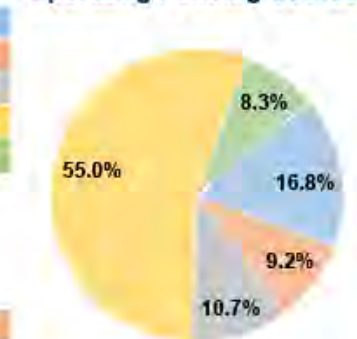
## Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$165,073	11.4%
State Funds	\$196,079	13.6%
Federal Assistance	\$1,039,086	72.0%
Other Funds	\$42,774	3.0%
Total Capital Funds Expended	\$1,443,012	100.0%

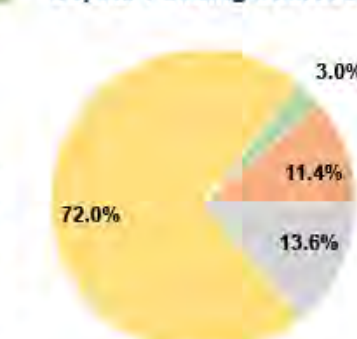
## Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$4,436,425	74.7%
Materials and Supplies	\$1,297,570	21.8%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$208,293	3.5%
Total Operating Expenses	\$5,942,288	100.0%
Reconciling OE Cash Expenditures	\$0	
Purchased Transportation (Reported Separately)	\$0	

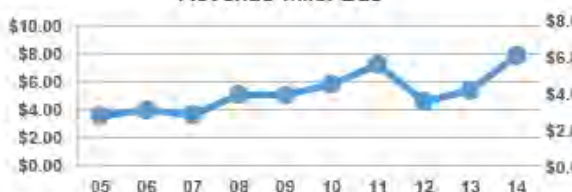
## Operating Funding Sources



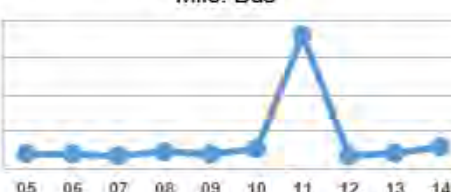
## Capital Funding Sources



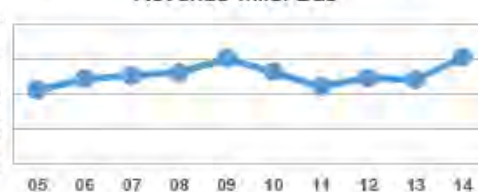
Operating Expense per Vehicle Revenue Mile: Bus



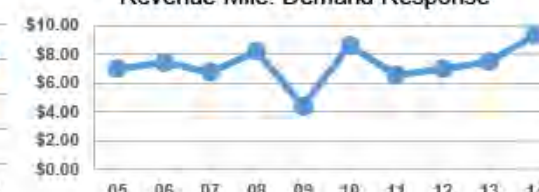
Operating Expense per Passenger Mile: Bus



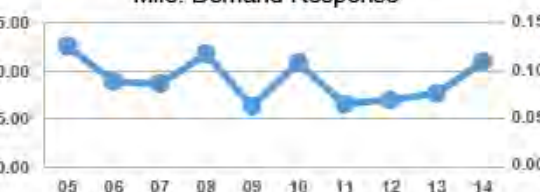
Unlinked Passenger Trip per Vehicle Revenue Mile: Bus



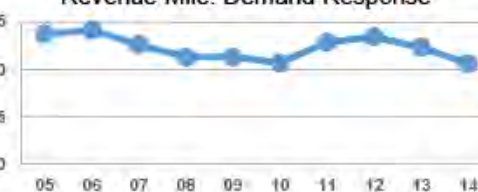
Operating Expense per Vehicle Revenue Mile: Demand Response



Operating Expense per Passenger Mile: Demand Response



Unlinked Passenger Trip per Vehicle Revenue Mile: Demand Response



## Notes:

<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.



## General Information

### Urbanized Area (UZA) Statistics - 2010 Census

Greenville, SC  
320 **Square Miles**  
400,492 **Population**  
93 **Pop. Rank out of 498 UZAs**

### Other UZAs Served

0 South Carolina Non-UZA

### Service Area Statistics

17 **Square Miles**  
27,883 **Population**

### Service Consumption

1,594,421 **Annual Unlinked Trips (UPT)**

### Service Supplied

501,399 **Annual Vehicle Revenue Miles (VRM)**  
42,495 **Annual Vehicle Revenue Hours (VRH)**

### Database Information

NTDID: 40208

Reporter Type: Small Systems Reporter

## Financial Information

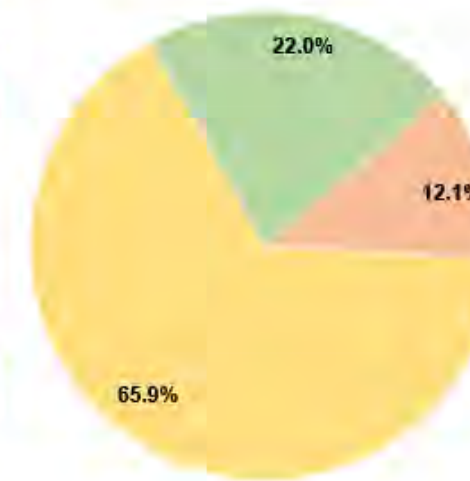
### Sources of Operating Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$235,160	12.1%
State Funds	\$0	0.0%
Federal Assistance	\$1,283,499	65.9%
Other Funds	\$429,549	22.0%
<b>Total Operating Funds Expended</b>	<b>\$1,948,208</b>	<b>100.0%</b>

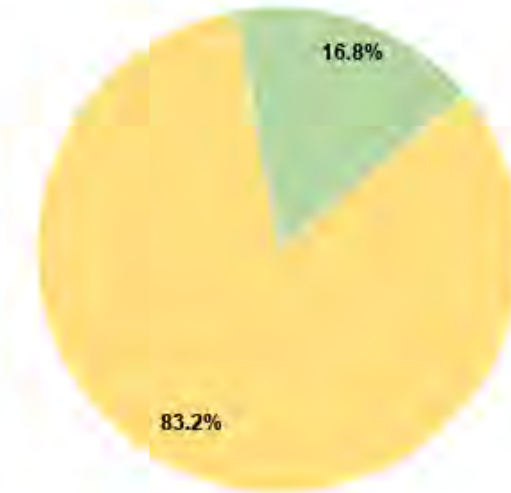
### Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$0	0.0%
Federal Assistance	\$540,000	83.2%
Other Funds	\$109,000	16.8%
<b>Total Capital Funds Expended</b>	<b>\$649,000</b>	<b>100.0%</b>

### Operating Funding Sources



### Capital Funding Sources



## Modal Characteristics

### Operation Characteristics

#### Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Average Fleet Age in Years <sup>1</sup>
Bus	19	-	\$1,948,208	\$0	\$649,000	1,594,421	501,399	42,495	7.7
<b>Total</b>	<b>19</b>	<b>-</b>	<b>\$1,948,208</b>	<b>\$0</b>	<b>\$649,000</b>	<b>1,594,421</b>	<b>501,399</b>	<b>42,495</b>	

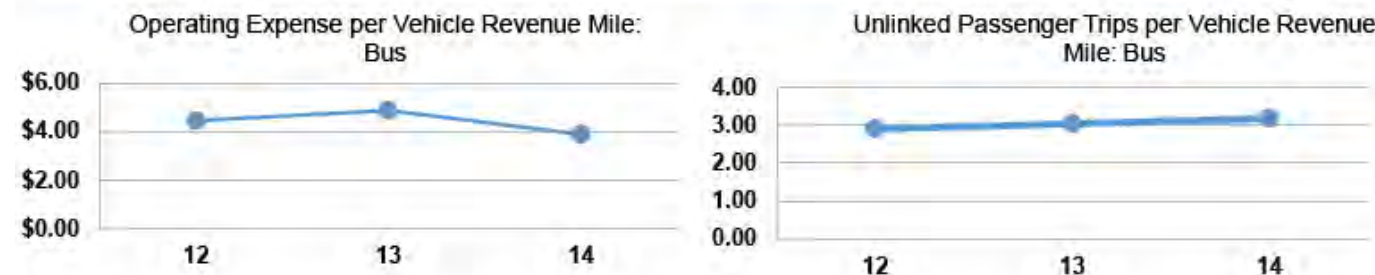
### Performance Measures

#### Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Bus	\$3.89	\$45.85
<b>Total</b>	<b>\$3.89</b>	<b>\$45.85</b>

#### Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Bus	\$1.22	3.2	37.5
<b>Total</b>	<b>\$1.22</b>	<b>3.2</b>	<b>37.5</b>



### Notes:

<sup>1</sup>Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.



Greenville County Planning Department

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Attachment 5

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 20, 2016

**SUBJECT:** GPATS 2016-2017 Unified Planning Work Program

---

Attached please find **Attachment 5.2**, the Financial Statement for the Unified Planning Work Program, FY 2017

At the request of FHWA, FTA, and SCDOT, all MPOs in South Carolina are moving to biennial UPWP documents. This is the second year of the 2016-2017 UPWP, submitted and accepted by SCDOT, FTA, and FHWA last year.

As a part of the biennial UPWP, GPATS projected expected costs and carryovers from FY 2016. We are now required to ratify the FY 2017 UPWP Financials.

Of note, please notice that the major expense of the UPWP for both years is the Long-Range Transportation Plan, which will be funded over the course of both fiscal years.

Currently, GPATS has suspended Element 403, Special Studies, until the LRTP has been funded. If the LRTP comes in under what has been allocated, carryover will be made available in FY 2018 for Element 403 to effectively utilize the balance.

**The Policy Committee will be asked to ratify the FY 2017 Unified Planning Work Program Financial Statement, which will provide funding, staffing, and programs for GPATS in the coming Fiscal Year.**



## APPENDIX A

### GPATS FY 2017 UPWP FUNDING SUMMARY

Planning Activities	Local	FHWA PL and FTA 5303	Total
Element 101 Study Coordination	7,500	30,000	37,500
Element 102 Unified Planning Work Program	12,000	48,000	60,000
Element 103 Staff Education	15,000	60,000	75,000
Element 104 Computer System and Equipment	15,000	60,000	75,000
Element 201 Public Involvement Program	13,750	55,000	68,750
Element 301 Systems Performance and Safety Planning	10,000	40,000	50,000
Element 302 Short Range Planning	12,500	50,000	62,500
Element 303 Multi-modal Coordination	\$25,000 (1)	100,000	125,000
Element 401 Transportation Improvement Program	14,000	56,000	70,000
Element 402 Long Range Plan Update	30,228	120,912	151,140
<b>TOTALS</b>	<b>129,978</b>	<b>619,912</b>	<b>774,890</b>

Element 403 Special Studies (2)	Local	FHWA PL	Total	PL Balance
City of Greer Downtown Bicycling and Walking Plan	5,445.75	21,783 (3)	27,228.75	12,500
Anderson Cnty Pendleton Area Bicycle and Ped. Plan	8,217.00	21,783 (3)	30,000.00	21,783
Greenville County I-85 Parallel	3,750	15,000 (4)	18,750	15,000
Greenway Design in Utility Easement Study	625	2,500 (4)	3,125	2,500
Total for PL Carryover-funded projects	18,037.75	61,066	79,103.75	51,783

Under agreement the PL Local Match is provided by Greenville and Pickens counties except where indicated otherwise (20%- \$129,978 matched 75% Greenville County/25% Pickens County).

**Footnotes:** (1) – Matched by GTA/City/County (\$12,500) and CAT/City/County (\$12,500); (2) There will be no PL Funding allocated to Special Studies in FY 2016-2017 (3) Allocation was included in FY 2014 UPWP; remaining amount will be invoiced in FY 2016; (4) Allocation was included in FY 2013 UPWP; remaining amount will be invoiced In FY 2016



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Attachment 6

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 20, 2016

**SUBJECT:** GPATS 2040 LRTP Kick-off Update

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The GPATS 2040 Long-Range Transportation Plan is underway!

**Kimley-Horn and Associates** have once again been chosen to be the consultants for the LRTP, and are hard at work with the initial information gathering phase.

The expected schedule for the LRTP is tentatively as follows:

- June 29, 2016 – Policy Committee Coordination Meeting
- Spring 2016 – Kick-off
- Summer 2016 – Initial Rounds of Public Involvement
- Fall/Winter 2016 – Travel Model, Data Processing
- Spring 2017 – Follow-up Rounds of Public Involvement
- Summer 2017 – Project/Document Finalization
- Fall 2017 – LRTP Adoption

Chairman Kirven has requested that prior to the Kick-off Meeting; the Policy Committee will be given the opportunity to meet with the consultants to coordinate LRTP expectations and ideas. Staff reached out the Policy Committee several weeks prior and set the date for this meeting to be **June 29, 2016, from 11am to 1pm in Greenville County Square, Conference Room A.**

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



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Attachment 7

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 20, 2016

**SUBJECT:** Clemson Area Transit Section 5339(c) “LoNo” Grant

---

The Federal Transit Administration, as part of the Federal FAST Act authorizing transportation funding for the next five years, has established Section 5339(c), a competitive program of funding for Bus and Bus Facility Replacement that focuses on Low-Emission and Zero-Emission buses, nicknamed “LoNo.”

Clemson Area Transit, partnering with Clemson University, is submitting an application to replace all of the CAT buses that operate within Clemson University with Electric Zero-Emission buses.

Heather Lollis, Planner for Clemson Area Transit, will present in detail the work that has been done to this point, and request endorsement of the application from the GPATS Policy Committee.

**The Policy Committee will be asked to Endorse the LoNo Grant Application. Endorsement of the Plan alone does not commit GPATS to any additional policies or funding.**