

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**March 16, 2015**  
**Suite 400 - Greenville County Square**  
**10:00 a.m.**

- |            |     |   |   |
|------------|-----|---|---|
|            | 1.  | <b>CALL TO ORDER / WELCOME AND INTRODUCTIONS</b>                                | <i>Chairman</i>   |
|            |     | <b>-Welcome Mayor of Liberty</b>  | <i>Councilman Butch Kirven</i>  |
| action:    | 2.  | <b>APPROVAL OF THE JANUARY 26, 2015 COMMITTEE MINUTES</b>                       | Attachment 1  |
|            | 3.  | <b>PUBLIC COMMENT</b>   | <i>Chairman</i><br><i>Councilman Butch Kirven</i>                               |
|            | 4.  | <b>SCDOT PROJECT STATUS UPDATE</b>  | Attachment 2<br><i>Tommy Elrod, PE</i><br><i>SCDOT Project Manager</i>          |
| action:    | 6.  | <b>WOODRUFF ROAD PARALLEL AND SC 153 ACCELERATION</b>                           | Attachment 3<br><i>Keith Brockington</i><br><i>GPATS Transportation Manager</i> |
|            | 5.  | <b>EMMA'S LAW IMPACT TO GUIDESHARE</b>  | Attachment 4<br><i>Keith Brockington</i><br><i>GPATS Transportation Manager</i> |
| action:    | 7.  | <b>GPATS 2014-2019 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT/REVISION #8</b> | Attachment 5<br><i>Keith Brockington</i><br><i>GPATS Transportation Manager</i> |
|            | 8.  | <b>TRANSPORTATION ALTERNATIVES PROGRAM, FY2015 CYCLE</b>                        | Attachment 6<br><i>Monica Floyd</i><br><i>GPATS Transportation Planner</i>      |
| action(s): | 9.  | <b>FTA DIRECT RECIPIENT APPLICATION STATUS AND RESOLUTION</b>                   | Attachment 7<br><i>Sam Julius</i><br><i>GPATS Transit Planner</i>               |
| action:    | 10. | <b>SCDHEC AIR QUALITY STATEWIDE IMPLEMENTATION PLAN MEMORANDUM OF AGREEMENT</b> | Attachment 8<br><i>Keith Brockington</i><br><i>GPATS Transportation Manager</i> |
| action:    | 11. | <b>GPATS AND SPATS BOUNDARY ADJUSTMENT</b>                                      | Attachment 9<br><i>Keith Brockington</i><br><i>GPATS Transportation Manager</i> |
|            | 12. | <b>OLD BUSINESS</b>   |   |
|            | 13. | <b>NEW BUSINESS</b>   |   |
|            | 14. | <b>ADJOURN</b>  |   |

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**January 26, 2015**  
**Suite 400 – County Square**  
**10:00 a.m.**

**MEMBERS PRESENT:** Chairman Butch Kirven, Vice Chairman Senator Martin, Representative Smith, Representative Burns, Representative Hamilton, Representative Collins, Representative Loftis, Councilor Norris, Councilor Meadows, Councilor Payne, County Council Chair Taylor, Pickens Council Chair Willis, Councilor Smith, Commissioner Willard, Mayor Raines, Mayor Danner, Mayor Durham, Mayor Cook, Mayor Bagwell, Mayor Long, Mayor White, Mayor Owens, Mayor McCall, Trey Fouche, R. Townsend and K. Brockington

**OTHERS PRESENT:** Mayor Baughman, E. Vinson, H. Hahn, M. Floyd, S. Julius, T. Elrod, S. Gwinn, P. Phillips, E. Dillon, J. Allison, J. Chasteen, R. Sloan, D. Cooper, J. Horton, J. Gardner, D. Dyrhaug, M. Rickerds, K. Vass, J. Hekter, D. Frate, A. Babinicz, H. Lollis, J. Folz, F. Curti, V. Holmes, H. Gamble and J. Wortkoetter

**CALL TO ORDER**

Chairman Kirven called the meeting to order at 10:03 a.m. He welcomed everyone to the first meeting of 2015.

**APPROVAL OF THE MINUTES OF THE SEPTEMBER 15, 2014 COMMITTEE MEETING.**

**MOTION:** By Councilor Willis, seconded by Representative Smith to approve the minutes of the September 15, 2014 meeting as presented. The motion carried unanimously by voice vote.

**PUBLIC COMMENT**

There were no individuals signed up to speak.

**POLICY COMMITTEE ELECTION OF OFFICERS**

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

Representative Smith stated the current two officers have moved the Committee forward on a number of issues, and he would like to suggest continuing with the current leadership. Mr. Kirven as Chair and Senator Martin as Vice Chair.

Chairman Kirven asked if there were any other nominations.

Mr. Townsend stated he would second Representative Smith's motion and not have any other nominations.

**MOTION:** By Representative Smith to close nominations. The motion carried unanimously by voice vote.

Nominations were closed and the Committee unanimously by voice vote elected Mr. Kirven as Chair and Senator Martin as Vice-Chair.

### **SCDOT PROJECT STATUS UPDATE**

Tommy Elrod, Project Manager with the SCDOT updated the Committee members, with a PowerPoint presentation on various projects within the area as were included in the Committee's agenda packets. He stated the I-85/I-385 project was currently being designed, and expected to begin in late 2015 with completion in late 2018.

Mr. Elrod stated 11 bridges would be replaced mainly due to more room needed under the bridges. Additionally he went over several widening projects within the area.

Mr. Elrod stated Butler Road project was complete and felt the locals were pretty happy. He answered questions regarding projects on Roper Mountain Road, between Garlington and Feaster, stating there had been a public information meeting in July 2012 and bids were open in November 2014. However, only two bids were received and both were high. The re-bid would be in March 2015 with construction beginning in June/July 2015. Mr. Elrod stated the other projects on Roper Mountain had a public information meeting in December 2014, with right of way acquisition to begin in 2015/2016 and construction in 2017/2018.

Mr. Elrod answered questions regarding SC153, with hopes of beginning both phases together. He stated the Corps permit is anticipated to take one year to secure.

Mr. Elrod stated he would look into the Augusta Road/Old Augusta Road project and provide Councilwoman Norris with information on the status of the project.

Mr. Elrod was asked about the bridge in Greer on Memorial Drive which was damaged in the storm last fall.

Mr. Elrod stated he had not been involved with the project, but would check on it and provide an answer.

Mayor Danner stated he was told the work on the bridge should begin in the first part of February and be completed mid to late April. Facility lines have been moved and some preliminary construction has begun.

Commissioner Willard addressed the members of the Committee with some clarifications. He stated the Commission is made up of people from each Congressional District and selected by the Delegation from each of those districts. Therefore the elections of the individuals are spread out across the state. He stated part of the process that happens under ACT 114, governs the Commission, and calls for a State Transportation Improvement Plan. Each project is rated and as the rating takes place, the projects are selected based on the financial viability, public safety, traffic volume, economic development, truck traffic and a number of items which are spelled out in the ACT. The Commission itself does not choose roads. The Commission allocates in the budget the funding, the money that goes into bridges and goes into roads. As the projects rise to the top they are presented for public comment and completion of the projects. Regardless of who appoints the Commission, unless ACT 114 is changed, the new Commission will not be deciding on which projects will or will not happen. He assured the Committee there was no infighting on the Commission, they worked together. He was concerned about the Fourth District, but could only insure the funding was going into bridges and into roads. Commissioner Willard stated he felt the current Commission system, not because he is on it, is a way that truly is elected by the people of South Carolina and their representatives as opposed to one individual. He felt some of the misunderstanding had to do with the State Infrastructure Bank. The State Infrastructure Bank is not a part of the SCDOT and is appointed by selected individuals and not across state lines. He thought it was appointed by the State Legislature, and they do not have to follow ACT 114, they get to choose the projects they want to fund, projects that are presented to them by the area. The projects require a 20% match, and the projects have to be a hundred million dollars at the most, which would require a 20 million dollar match. That would take a lot of smaller rural areas out of the effort. Commissioner Willard stated he would be happy to meet with any of the Policy Committee members to clarify any misconceptions.

Representative Loftis inquired about the widening of 290 from Travelers Rest to Greer and if it was still on the radar screen.

Keith Brockington, Transportation Manager stated the widening of Highway 290 was in the Long Range Transportation Plan. He stated each time the Plan was done, the project would be ranked. Currently the project had a low ranking.

#### **SCDOT PRESENTATION – ENVIRONMENTAL PERMITTING**

Tommy Elrod gave an overview of the Environmental Permitting process, which is a critical and required component of receiving Federal Funding for projects. He provided a PowerPoint presentation, showing activities that may require a permit, approval time

frames for permitting and ways to reduce the time frame for the approval process. He stated if a project was less than 300 feet or 3 acres of wetlands, a General Permit would be obtained, which would take a few months. Anything over 300 feet would be an Individual Corp Permit, which has more steps to go through. It would go out for public notice, which is what is needed for the SC - 153 project and the I-85/I-385 interchange. Mr. Elrod provided pictures from the 153 project and other projects as examples.

### **2015 TRANSPORTATION ALTERNATIVE PROGRAM CALL FOR PROJECTS**

Keith Brockington addressed the Committee members regarding the annual cycle for the Transportation Alternatives Program (TAP), which shall open for Fiscal Year 2015. It is open to all eligible jurisdictions that currently do not have an active application or project less than 50% complete. He stated the SCDOT has awarded the FY 2015 TAP Apportionment to GPATS in early January in the amount of \$631,105. He stated all staff for the GPATS jurisdictions has been provided with an SCDOT TAP Application. Mr. Brockington requested the applications be submitted no later than February 6, 2015. The applications would be reviewed at the February 24, 2015 Study Team meeting, the drafts would be presented to the Policy Committee on March 15, 2015. The Study Team would finalize the projects for the Transportation Improvement Plan (TIP) at the June 1, 2015 meeting and approval of the project into the TIP would occur at the June 15, 2015 Policy Committee meeting.

### **OLD BUSINESS**

#### **Woodruff Road Parallel and SC-153 Acceleration Proposal**

Chairman Kirven stated he did not think there was any way in sight for the projects, especially the Woodruff Road Parallel to do the large scope of the project. He stated he felt thought should be given to ways that the projects could be broken down into small increments to continue moving forward.

### **NEW BUSINESS**

#### **GPATS 2040 Long – Range Transportation Plan Kick-Off**

Keith Brockington announced the Kick-off of the Long Range Transportation Plan (LRTP) which is a requirement of Metropolitan Planning Organizations such as GPATS. The plans are crucial to guiding the actions of GPATS by identifying projects, setting priorities and providing a demographic picture of the region for the next 25 years. He stated the GPATS Travel Model was tied into the LRTP updates and provides the best picture of traffic and congestion. He detailed the timeline for completing the plan as follows:

2015 – Consultant Selection, Data Collection, Survey Dispersal, Kick-Off Public Meeting.

2016 – Travel Model Creation, Demographic Analysis, Area Public Meetings, Project Development.

2017 – Travel Model Completion, Area Public Meetings, Document Creation, Adoption.

Mr. Brockington stated since 2007, the PL Carryover has been made available for plans to local jurisdictions. Because of the cost associated with doing the LRTP, during the next two fiscal years the carryover funds will not be made available.

Mr. Payne asked if coordination with the State Transportation Plan was done. Additionally, he asked how innovative transportation solutions were looked at.

Mr. Brockington stated he would be coordinating with the State Transportation Plan, Federal Transportation Plans and Local Transportation Plan. He stated it was a Federal requirement to look at all modes of transportation, transit, bicycle, pedestrian. Social and environmental justice and environmental impacts which are elements of the requirements of the LRTP. He stated an innovative solution would come from the public involvement process. Priorities will be noted from surveys and public meetings and every suggestion and comment will be considered.

Mr. Brockington introduced Sam Julius, newest member of the Transportation Staff. He will be the Transit Planner/Grants Manager for GPATS.

Mayor Bagwell recognized Fox Simmons, Pickens County Administrator. Mr. Simmons will be leaving to take a position in Myrtle Beach. He praised his work with the county.

Mayor Danner recognized the GPATS staff for their ongoing assistance with the Highway 29 Corridor Study. The City of Greenville as well as GTA also shared their staff along with the County. He stated all parties are an excellent example of collaborative planning

#### **ADJOURNMENT**

There being no further business, Mayor White moved to adjourn the meeting. Without objection the meeting adjourned at 11:08 a.m.

---

Submitted by Recording Secretary

## **GPATS Projects Status Report – February, 2015**

**Note on Cost Estimates:** For projects not yet in construction, cost estimates are planning level estimates, typically based on recent similar projects. When the R/W phase begins, a more detailed and accurate R/W cost estimate is prepared. The final R/W cost isn't known until acquisitions are complete and any condemnations settled or tried in court. Concurrently with the R/W phase, R/W plans are provided to affected utility companies, determinations made about prior rights, and a utility relocation cost estimate becomes available for each affected utility. Once construction plans are complete, a detailed construction cost estimate is prepared and compared against the construction bids.

### **Non-Guideshare Projects**

#### **Interstate**

I-85/I-385 Interchange: design-build project to complete the 6-laning of I-385 from south of Woodruff Road to north of I-85; 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; final environmental approval from FHWA on 2/4/13; Request for Qualifications (RFQ) issued July 2013; final Request for Proposals (RFP) issued 3/28/14; 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; contract execution occurred September 15, 2014, with construction expected to begin in late 2015, with substantial completion late 2018

I-85 Widening from Pelham Road to SC 101: widen I-85 to 4 lanes from Pelham Road to SC 101; includes replacing the S. Batesville Road bridge over I-85; begin preliminary engineering (Michael Baker is consultant) in FY 15 with construction scheduled to begin FY 19; total estimated budget of \$80 million

I-85 Widening from White Horse Road to Woodruff Road, and improve I-85/Laurens Road interchange: widen northbound I-85 to 4 lanes between Mauldin and Laurens Roads, widen southbound I-85 between Woodruff and Mauldin Roads, and between Augusta and White Horse Roads, and replace two of the loop ramps at the I-85/Laurens Road interchange with signalized diamond legs; includes the replacement of the Ridge Road bridge over I-85, the widening of the I-85 bridges over Laurens Road and the abandoned railroad (future Swamp Rabbit Trail) and 50% funding participation in the replacement of the Salters Road bridge over I-85; begin preliminary engineering (ICA Engineering is consultant) in FY 15 with construction scheduled to begin FY 17; total estimated budget of \$90 million

I-85/SC 290 Interchange: convert the existing diamond interchange to a diverging diamond type interchange and improve the ramps; begin preliminary engineering (Kimley-Horn is consultant) in FY 15 with construction scheduled to begin FY 17: total estimated budget of \$14 million

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; begin preliminary engineering in FY 14 and utilize design-build process once environmental phase is complete; anticipate construction beginning in FY 17; total estimated budget of \$246.4 million

## **Bridges**

S-158 Stewart Gin Road over trib. to Praters Creek NW of Liberty in Pickens County: Act 98 special bridge replacement program, District 3 Package A (total of 4 bridges), bid opening May 2014 with a 11/30/2015 contract completion date

S-164 Gibbs Shoals Road over Enoree River, south of Greer: replace bridge, with PE beginning FY 17 and construction in FY 19

S-335 Edwards Road over tributary to Enoree River, west of Taylors: Act 98 special bridge replacement program, construction schedule pending

S-526 Bates Bridge Road over N. Saluda River, near Slater-Marietta: Act 98 program, District 3 Package A2 (1 bridge), bid opening July 2014 with a 10/31/14 contract completion date

S-191 Jones Mill Road over Howard Branch, north of Ft. Inn: Act 98 program, construction schedule pending

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-270 Mush Creek Road over tributary to S. Tyger River, south of Tigerville: Act 98 program, Palmetto Infrastructure low bidder (total of 4 bridges) at \$2,042,377, with a 12/31/15 completion date

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-132 Old Hunts Bridge Road over Armstrong Creek, southwest of Travelers Rest: Act 98 program, Palmetto Infrastructure low bidder (total of 4 bridges) at \$2,042,377, with a 12/31/15 completion date

S-456 Daventon Road over Horse Creek, in southern Greenville County: Act 98 program, Palmetto Infrastructure low bidder (total of 4 bridges) at \$2,042,377, with a 12/31/15 completion date

S-272 W. Georgia Road over Reedy River, west of Simpsonville: begin PE in FY 15 with construction scheduled for FY 18

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

S-267 over 12 Mile Creek in Pickens County: bridge replacement scheduled for construction in 2018

### **Safety**

SC 290 @ S-171: improve the intersection of Locust Hill Road and N. Rutherford Road near Greer; opened bids January 2014 with Eagle Construction the low bidder at \$786,317, and with a contract completion date of 11/30/14

SC 291 Augusta Rd @ Old Augusta Rd/N. Estate Drive just north of Donaldson Center: relocate S-7 Old Augusta Rd to intersect SC 291 opposite N. Estate Drive; opened bids March 2014 with a 9/30/14 contract completion date; S&S low bidder at \$504,816

S-64 @ S-326 Moorefield Memorial Hwy in Pickens County: intersection improvement project; opened bids June 2014, with Thrift Development the low bidder at \$988,704.39, with a 11/30/14 completion date

SC 101/S-546 E. Poinsett @ Milford Church Road in Greenville County: intersection improvement project scheduled for construction in 2015/2016

### **Other**

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 2015

### **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; a design contract with Coleman-Snow in the amount of \$535,441 was executed 6/22/09; a public information meeting was held 7/22/10 at Greer City Hall; environmental document approved 12/5/2011; R/W acquisition process completed July 2014; bids opened October 2014 with only two bids received, both high; re-bid February 2015, with Eagle Construction the low bidder at \$4,221,145.18, with a 5/31/16 completion date

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; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; public information meeting held 11/9/10, with large majority favoring relocating road away from cemetery; contract modification in the amount of \$485,184 approved Aug. 2011 to cover relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; environmental document approved 1/30/13 and design public hearing held 3/7/13; substantial number of comments

recommended more lanes and/or relief from existing traffic congestion, especially at SC 14; design revised to include intersection improvements at SC 14 and an additional lane between SC 14 and new bridge; R/W acquisition process begun September 2014, with construction scheduled to begin mid-2016

SC 183/Jim Hunt Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road.; environmental document completed October 2010; R/W acquisitions are complete; construction scheduled to begin summer 2016; 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 acquisitions scheduled for 2015/2016 with construction beginning summer 2017

S-107 Butler Road in Mauldin: widen Butler road to 5 lanes with curb, gutter and sidewalks adjacent to Mauldin HS and improve the Bridges/Corn Roads intersection; environmental documentation and R/W plans are complete; right of way acquisition process is complete, with construction scheduled to begin early 2014; landscaping and irrigation are included, using enhancement funds matched by the City of Mauldin; S&S Construction was low bidder at \$1,600,119.32, with a contract completion date of 11/30/14; roadway items were completed July 2014, with landscaping and irrigation items scheduled to begin October 2014

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; public information meeting held July 31, 2012; opened bids November 2014 with only 2 bids received, both high; will re-bid March 2015, with construction beginning June/July 2015

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; public information meeting held 10/20/11; R/W acquisition process is underway with construction tentatively scheduled to begin late 2015/early 2016 but is dependent on the replacement of sewer lines by the City of Liberty

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, including new bridges over the railroad and Hamilton Creek; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; public info meeting held 10/4/11; environmental document was approved 9/10/13, and the design public hearing held 10/29/13; R/W acquisition process begun July 2014 with construction beginning spring 2016; the design contract with CECS was increased by \$1,089,011 to cover the preparation of R/W and construction plans for Phase 2 (Prince Perry Rd to Saluda Dam Rd); Corps permit anticipated to take 1 year to secure; intent is to combine both phases into one construction contract

Salters Road in Greenville: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; a contract modification for \$219,910.49 was executed March 29, 2012 due to more extensive environmental studies and documentation than initially anticipated; public information meeting held 2/9/12; environmental document approved 6/18/13, and design public hearing held 8/6/13; R/W acquisition process initiated February 2015; anticipate construction beginning early 2016; intent is to close the road and bridge January through October

2016 while the existing bridge over I-85 is replaced; funding for the I-85 bridge replacement is shared 50/50 by GPATS and SCDOT

SC 183 @ SC 8 in Pickens: improve the intersections of Farris Bridge Road/Jewel Street, Jewel Street/E. Jones Ave., and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; R/W acquisition process began late 2010; construction bids were opened in November 2012, with Thrift Development the low bidder at \$2,284,790; construction began in February 2013 with a 9/30/2014 completion date

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 are anticipated to 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 are anticipated to 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; a public information meeting was held 1/20/11, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design with the intersection closer to the existing location was prepared and both designs were presented at a follow-up public information meeting on 10/11/11; based on public feedback, SCDOT is moving forward with a "signalized" design that improves the skew angle but keeps the intersection as close as possible to the existing location and maintains the Keller Road/SC 290 intersection; environmental document approved 2/28/13; R/W acquisitions underway with construction scheduled to begin fall 2015

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; public information meeting held Oct. 18, 2012, with environmental document approval 2/14/13; opened bids November 2014, with Eagle Construction the low bidder at \$1,675,405.19. Contract completion date is 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 mid-2016

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 Birkdale Drive; plan preparation and environmental studies underway, R/W acquisition process scheduled for 2015/2016, with construction beginning FY 17

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 for 2016 with construction beginning late 2016/early 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 scheduled for 2015/2016 with construction 2017/2018

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 scheduled for 2015/2016 with construction 2017/2018

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

[elrodjt@scdot.org](mailto:elrodjt@scdot.org)

864-239-6098 office

864-982-0080 cell



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 3**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Woodruff Road Parallel and SC 153 Acceleration Proposal

---

Last year, prior to the Greenville County Roads Referendum, the result of the GPATS 2035 Long Range Transportation Plan and the impact of the redevelopment of Magnolia Park sparked a discussion on finding any way to alleviate traffic congestion on Woodruff Road. Out of those discussions, a proposal was made for GPATS to consider accelerating the top-ranked project in the LRTP, the Woodruff Road Parallel, into the TIP and begin funding as soon as possible.

The second-ranked project, improvements to SC-153, was brought into this effort so the whole GPATS region would benefit from the acceleration.

With the Greenville County Roads Referendum, the acceleration was put on hold, as the Parallel was the poster-project for the effort. GPATS Policy Committee tabled the acceleration until such time as the Referendum passed or failed. With the failure of the Referendum, GPATS must now address the acceleration.

Attached, please find **Attachment 3.2**, which is a modified look at the GPATS Guideshare Projects in the TIP.

The proposal, as conceived by SCDOT and the City of Greenville, would insert the two projects at the end of the TIP (highlighted in blue), accelerating them enough to begin Preliminary Engineering as quickly as possible. The goal from Staff's side is to incur as few delays as possible in other projects (highlighted in red) while getting these two projects moving.

**The Policy Committee will be asked to endorse the acceleration proposal, which will then be incorporated into the Transportation Improvement Program Amendment Item.**

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2014-2019 FINANCIAL STATEMENT

Amendment/Revision #8 - Acceleration Scenario

TIP Approved -- 6/24/2103 | AR7 Approved -- 9/15/2014

(COST IN THOUSANDS)		TIP								
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	
GUIDESHARE ALLOCATION		\$14,835	\$14,835	\$17,659	\$17,659	\$17,659	\$17,659	\$17,659	\$103,129	
DEBT SERVICE		(\$3,802)	(\$3,701)	(\$3,703)	(\$3,330)	(\$3,571)	(\$3,518)	(\$3,465)	(\$21,288)	
SCDOT SIGNAL RETIMING			(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	
ALLOCATION AVAILABLE FOR PROJECTS		\$11,033	\$10,984	\$13,806	\$14,179	\$13,938	\$13,991	\$14,043	\$80,941	
CARRYOVER AVAILABLE FROM PREVIOUS FY			\$34,152	\$22,108	\$18,104	\$6,933	-\$79	\$611		
GUIDESHARE SUBTOTALS		(\$5,001)	(\$23,028)	(\$17,810)	(\$25,350)	(\$20,950)	(\$13,300)	(\$9,500)	(\$109,938)	
BALANCE		6,032	22,108	18,104	6,933	(79)	611	5,155	5,155	
									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		\$103,129				
				CARRYOVER		\$34,152				
		EXPENDITURES		PROJECTS		(\$109,938)				
				DEBT		(\$21,288)				
		OTHER		(\$900)						
BALANCE				\$5,155						
Proposed Changes Highlighted in Blue										

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
		DEBT SERVICE	\$ 41,574	\$3,802	\$3,701	\$3,703	\$3,330	\$3,571	\$3,518	\$3,465	\$21,288	\$5,326	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 37728RD02 37728RD03	25/29	SC 183 INTERSECTION IMPROVEMENTS ALEX RD JIM HUNT RD JAMESON RD	1,548 43				2,000 C				\$4,260		STP
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,250 P		200 P 1,000 R	1,000 P,R	5,000 C 1,750 C	5,000 C			\$12,200		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)	1,600 P	700 P	1,700 R		4,000 C	8,600 C			\$14,300		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	1,100 R	4,500 C				\$6,600		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 600 R		4,500 C						\$4,500		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	2,000 C					\$5,500		STP
38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	400 P 339 R	2,500 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	4,750 C 2,720 C	4,750 C				\$10,628		STP
39660RD01	5	WOODRUFF ROAD (SC-146) FROM SCUFFLETOWN RD TO BENNETTS BRIDGE WIDEN FROM SCUFFLETOWN TO BENNETTS BR WITH IMPROVEMENTS TO INTERSECTIONS	400 P			350 PE 1,500 R	1,750 R	6,350 C			\$9,950		STP
TBD	14	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS				100 P					\$100		STP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	800 P	600 R	600 R		2,500 C	2,500 C	\$7,000		STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	400 P	750 R	750 R		3,000 C	3,000 C	\$7,900		STP
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)								1,000 P	\$1,000	\$16,500	STP
TBD	11	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)								1,000 P	\$1,000	\$11,500	STP
		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)				2,900 P			4,000 R	2,000 R		\$32,400	
		SC-153 IMPROVEMENTS I-85 TO SC-153 (INTERSECTION IMPROVEMENTS, TURNING LANES)				2,000 P		1,000 R	1,800 C			\$2,000	
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***	310 P		1,850 C						\$1,850		STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	310 P		2,500 C						\$2,500		STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	310 P		500 R	2,000 C					\$2,500		STP
39303RD01		US 178 AND SC 93	400 P 134 R	336 R	1,800 C						\$1,800		STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	470 P 837 R 3,084 C	(314) C							Fully Obligated		STP
39301RD01		BRUSHY CREEK AND STRANGE	250 P	450 R	1,800 C						\$1,800		STP
39542RD01		ANN ST (US 178) AND JONES ST	250 P		350 R		1,800 C				\$2,150		STP <i>Pickens County CTC</i>
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	250 P			500 R	2,000 C				\$2,500		STP
Traffic Signal Retiming Corridors													
		US 123, Easley			93								STP
		Pelham Road, Greenville			93								STP
		US 276 (Cherrydale), Greenville/Greenville County					80						STP
		SC 93, Clemson					50						STP
		US 276-West Butler Road, Mauldin					55						STP
		Fairview Road, Simpsonville						90					STP
		East Butler Road, Mauldin						70					STP
		Signal Retiming Allocation			150	150	150	150	150	150	\$900		
		Signal Retiming Balance			(35)	115	265	230	220	370	370	UNDER BUDGET	
GUIDESHARE SUBTOTALS													
			\$ 20,019	\$ 5,001	\$ 23,028	\$ 17,810	\$ 25,350	\$ 20,950	\$ 13,300	\$ 9,500	\$100,038	\$62,400	



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 4**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Emma's Law Impact to the GPATS Guidesshare

---

Please review **Attachment 4.2**, a statement from USDOT to SCDOT Secretary Oakley in regards to the impact of SC Act 158 (Emma's Law) on Federal funding of transportation projects to South Carolina.

In summary, while Emma's Law increased many penalties for repeat DUI offenders, it created a loophole with regard to employee vehicles being driven by those offenders, which put it into Noncompliance with Federal Law, U.S.C 164(a)(4)(A).

As a result, 2.5% the Federal allocation of funding is being reserved by USDOT and FHWA for use by SC Department of Public Safety and SCDOT Highway Safety Improvement.

**Attachment 4.3** shows the statewide impact of this decision to the Guidesshare formula.

For GPATS this means a reduction in annual Guidesshare from \$18,077,921 by \$419,198 to \$17,658,723. This will be effective from FY2015 through the foreseeable future.

**This information is being presented as information which will be incorporated into the Transportation Improvement Program Amendment Item.**





U.S. Department  
of Transportation  
Federal Highway  
Administration  
National Highway  
Traffic Safety  
Administration

1200 New Jersey Ave., SE  
Washington, D.C. 20590

DEC 1 2014

**CERTIFIED MAIL**

Janet P. Oakley  
Secretary of Transportation  
South Carolina Department of Transportation  
955 Park Street  
Columbia, SC 29201

Dear Ms. Oakley:

We at the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) value the mission we share with the South Carolina Department of Public Safety (SCDPS) and the South Carolina Department of Transportation (SCDOT) to reduce alcohol impaired driving and improve the safety of the State's roadways—resulting in lives saved, injuries prevented, and crashes avoided across the State. Our strong partnerships with SCDPS and SCDOT are critical to achieving this safety mission.

Unfortunately, we are providing notification to the State of South Carolina that its law does not meet the Federal repeat intoxicated driver requirements under 23 U.S.C. § 164 for FY 2015. This notification follows a preliminary review issued by NHTSA's Office of the Chief Counsel on April 9, 2014, and conveyed to the State through NHTSA's Regional Office and FHWA's Division Office. This letter also confirms that FHWA has reserved funds from the State's apportionment under 23 U.S.C. § 104(b)(1) and (b)(2) because of the noncompliance issue identified in South Carolina's law. The noncompliance issue affecting FY 2015 and the options for disposition of the reserved funds are described below.

**Noncompliance Issue Affecting FY 2015**

Section 164 includes four minimum requirements for State repeat intoxicated driver laws. One of these requirements, the "mandatory license suspension" requirement, requires that a State have either a mandatory minimum one-year hard driver's license suspension for all individuals convicted of a second or subsequent DUI offense or a license suspension of one year, allowing for the reinstatement of limited driving privileges subject to restrictions and limited exemptions as established by State law, if an ignition interlock device is installed for not less than one year on each of the motor vehicles owned or operated, or both, by the individual. 23 U.S.C. § 164(a)(4)(A).

Prior to October 1, 2014, South Carolina law required that repeat DUI offenders receive a hard license suspension or revocation for one year for second offenders, for two years for third offenders (four years if the third offense occurred within five years from the first offense), and

permanently for fourth or subsequent offenders (with the option of reinstatement after seven years). S.C. Code Ann. § 56-5-2990(A); § 56-1-385(A)(1). On April 14, 2014, the Governor of South Carolina signed into law Senate Bill 137, later assigned Act No. 158, amending the State's DUI laws. The effective date for the Act was October 1, 2014.

In enacting the new legislation, the State eliminated the suspension and revocation requirements that previously existed for repeat offenders. Instead, the State's Department of Motor Vehicles is required to immediately suspend the driver's license of any person convicted of driving under the influence of alcohol or other drugs. S.C. Code Ann. § 56-5-2990(A)(1), as amended. Second offenders within a period of ten years must enroll in the Ignition Interlock Device Program (pursuant to Section 56-5-2941, as amended) and obtain an ignition interlock restricted license (pursuant to Section 56-1-400, as amended) for two years, which ends the suspension period. S.C. Code Ann. § 56-5-2990(A)(3) and (6), as amended. Third offenders are required to enroll in the Ignition Interlock Device Program and obtain an ignition interlock restricted license for three years (four years if the third offense occurs within five years from the date of the first offense). S.C. Code Ann. § 56-5-2990(A)(4), as amended. Fourth or subsequent offenders are required to obtain an ignition interlock restricted license for life. S.C. Code Ann. § 56-5-2990(A)(5), as amended. Repeat offenders with ignition interlock restricted licenses must have an ignition interlock device installed on any motor vehicle they drive. S.C. Code Ann. § 56-1-400(A), as amended; § 56-5-2941(A), as amended.

Because the State now restores restricted driving privileges for repeat offenders in lieu of a minimum one-year hard license suspension period, Section 164 requires the State to restrict those offenders to driving only ignition interlocked vehicles for not less than one year. However, South Carolina law includes an exception that allows repeat offenders to drive vehicles without the use of an ignition interlock.

South Carolina law permits repeat offenders who are issued an ignition interlock restricted license to drive vehicles owned by their employers in the course and scope of their employment without the use of an ignition interlock device. S.C. Code Ann. § 56-5-2941(J); *see also* S.C. Code Ann. § 56-1-400(B)(1)(c), as amended. Prior to enactment of Act No. 158, this did not create a noncompliance issue because the law required that each repeat offender receive a hard license suspension or revocation of not less than one year. Under the Federal requirements, repeat offenders not receiving a hard license suspension must be restricted to operating only motor vehicles with an ignition interlock device installed, without exceptions. Because repeat offenders are now subject only to an ignition interlock restriction and permitted to drive vehicles without ignition interlocks under certain circumstances, the State no longer complies with the "mandatory license suspension" requirement of Section 164.<sup>1</sup>

### **Reservation and Disposition of Funds**

For noncompliance with the Section 164 requirements on October 1, 2014, the State is subject to a reservation of 2.5 percent of the FY 2015 funds apportioned to it under paragraphs (1) and (2) of 23 U.S.C. § 104(b). These funds must be used instead for alcohol-impaired driving

<sup>1</sup> South Carolina also allows the State to waive the interlock requirements for a medical condition. NHTSA previously reviewed this provision in its preliminary review dated April 9, 2014, and found that this did not create a compliance issue for the State.

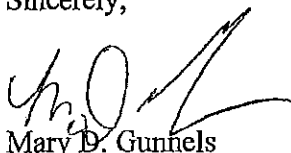
countermeasures, the enforcement of laws prohibiting driving while intoxicated by alcohol and related laws, or Highway Safety Improvement Program (HSIP) activities eligible under 23 U.S.C. § 148.

By this letter, we are confirming that FHWA has reserved FY 2015 funds and a proportional amount of obligation authority derived from the obligation authority distributed to the State in FY 2015 for Federal-aid highways. The reserved funds have been taken proportionately from the National Highway Performance Program and the Surface Transportation Program appropriations under Sections 104(b)(1) and (b)(2). Within 60 days, the Governor's Representative for Highway Safety and the Secretary of SCDOT should inform the NHTSA Regional Administrator and the FHWA Division Administrator in writing whether the State requests a change in the proportions by which the funds have been reserved. The response also should identify how the funds will be divided or "split" for use among alcohol-impaired driving programs (subject to the requirements of 23 U.S.C. § 402) and HSIP eligible activities (subject to the requirements of 23 U.S.C. § 148). The "split" should indicate the percentages, instead of dollar amounts, in which the penalty funds will be used for the designated activities. FHWA will reserve the funds until the State provides this response. As soon as practicable after the agencies receive the response, FHWA will transfer the funds to the State's Section 402 apportionment for alcohol-impaired driving programs or release the funds to the State DOT for HSIP eligible activities. Once these funds have been transferred or released, the State will not be able to revise its request.

In accordance with the agencies' regulation, 23 C.F.R. § 1275.8(b), South Carolina may, within 30 days after receipt of this letter, submit documentation to the NHTSA Regional Administrator and the FHWA Division Administrator showing why the State believes it is in compliance with the requirements of 23 U.S.C. § 164 for FY 2015. If such documentation is provided, a reservation will remain in place on the State's affected Federal funds while the agencies consider this additional information. The agencies will issue a final determination regarding the State's compliance after a review of any documentation provided.

An identical letter has been sent to Mr. Leroy Smith, Director, South Carolina Department of Public Safety. The agencies know that we all share a commitment to the vital work of improving traffic safety and the safety of our roadways, and we look forward to our continued partnership in advancing these goals.

Sincerely,



Mary D. Gunnels

National Highway Traffic Safety Administration  
Associate Administrator for Regional Operations  
and Program Delivery



Anthony Furst

Federal Highway Administration  
Associate Administrator for Safety

GUIDESHARE SCENARIO SUMMARY BASED ON PROPOSED FUNDING: \$134,800,000									
MPOs				RURAL COGS					
	SCENARIO	CURRENT *	GAIN (LOSS)			SCENARIO	CURRENT *	GAIN (LOSS)	
ANATS	\$2,749,956	\$2,815,237	(\$65,281)			APPALACHIAN	\$7,403,741	\$7,579,497	(\$175,756)
ARTS	\$3,510,435	\$3,593,769	(\$83,334)			BCD	\$2,130,838	\$2,181,422	(\$50,584)
CHATS	\$18,585,090	\$19,026,279	(\$441,189)			CATAWBA	\$4,789,584	\$4,903,284	(\$113,699)
COATS	\$18,754,503	\$19,199,714	(\$445,211)			CENTRAL MIDLANDS	\$2,816,938	\$2,883,809	(\$66,871)
FLATS	\$3,035,034	\$3,107,082	(\$72,048)			LOWCOUNTRY	\$2,625,785	\$2,688,118	(\$62,333)
GPATS	\$17,658,723	\$18,077,921	(\$419,198)			LOWER SAVANNAH	\$5,361,966	\$5,489,253	(\$127,287)
GSATS	\$7,423,713	\$7,599,944	(\$176,231)			PEE DEE	\$6,468,521	\$6,622,076	(\$153,555)
RFATS	\$5,895,199	\$6,035,144	(\$139,945)			SANTEE-LYNCHES	\$3,134,312	\$3,208,717	(\$74,405)
SPATS	\$6,228,501	\$6,376,359	(\$147,858)			UPPER SAVANNAH	\$6,117,923	\$6,263,156	(\$145,233)
SUATS	\$2,477,553	\$2,536,368	(\$58,814)			WACCAMAW	\$3,113,650	\$3,187,564	(\$73,915)
LATS	\$4,518,035	\$4,625,288	(\$107,253)			TOTAL RURAL GS: \$43,963,258 \$45,006,896 \$ (1,043,638)			
TOTAL URBAN GS:		\$90,836,742	\$92,993,106	\$ (2,156,362)		32.61% 32.61% \$ (1,043,638)			
		67.39%	67.39%	\$ (2,156,362)					
ENTER TOTAL SYSTEM UPGRADE FUNDS:									
\$134,800,000									
MPO Population Share (67.39%)					MPO VMT Study Area Share (60.79%)				
COG Population Share (32.61%)					COG VMT Share (39.21%)				
BASED ON FOLLOWING WEIGHT FACTORS:									
		POPULATION	100%						
		VMT	0%						
			100%						
*This scenario considers the study area population only to determine urban/rural split.									
*This scenario allocates funding amongst the MPOs by urban population and clusters only - NO VMT.									

URBAN/RURAL SPLIT BREAKDOWN	
URBAN PORTION	\$90,836,742
RURAL PORTION	\$43,963,258

Regional Analysis

	Before	After	Gain/(Loss)	% change	% of total before	% of total after
Appalachian	\$34,849,014	\$34,040,921	(\$808,093)	-2.32%	25.25%	25.25%
ARTS/Lower Savannah	\$9,083,021	\$8,872,401	(\$210,621)	-2.32%	6.58%	6.58%
CHATS/BCD	\$21,207,701	\$20,715,928	(\$491,773)	-2.32%	15.37%	15.37%
Midlands	\$22,083,523	\$21,571,441	(\$512,082)	-2.32%	16.00%	16.00%
FLATS/Pee Dee	\$9,729,159	\$9,503,555	(\$225,604)	-2.32%	7.05%	7.05%
Grand Strand	\$10,787,508	\$10,537,363	(\$250,145)	-2.32%	7.82%	7.82%
RFATS/Catawba	\$10,938,428	\$10,684,783	(\$253,645)	-2.32%	7.93%	7.93%
SUATS/Santee Lynches	\$5,745,085	\$5,611,866	(\$133,219)	-2.32%	4.16%	4.16%
Lowcountry	\$7,313,406	\$7,143,820	(\$169,586)	-2.32%	5.30%	5.30%
Upper Savannah	\$6,263,156	\$6,117,923	(\$145,233)	-2.32%	4.54%	4.54%
	\$138,000,000	\$134,800,000	(\$3,200,000)			



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 5**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Transportation Improvement Program Amendment/Revision #8

---

Attached, please find **Attachment 5.2**, the GPATS 2014-2019 Financial Statement, DRAFT, for Amendment/Revision #8.

Changes to the TIP in this amendment are as follows (and highlighted in blue in the Financial Statement):

- Adjustment of the incoming Guideshare funding as discussed in Item 5 of this agenda, per Emma's Law impacts.
- Inclusion of Preliminary Engineering in FY2015 of the Batesville Road project, no funding change.
- Increase of funding for Bridge Replacement S-23-272 (W. Georgia) at Reedy River, from \$50k ROW and \$3.394mil Const. to \$400k ROW and \$5.5mil Const.
- Possible inclusion of Woodruff Road Parallel and SC-153 Acceleration Projects as discussed in Item 6 of this agenda.

**The Policy Committee will be asked to approve the aforementioned changes, allowing adoption into the SCDOT State Transportation Improvement Program (STIP). This amendment will be noted as Amendment/Revision #8 or AR8.**

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2014-2019 FINANCIAL STATEMENT

DRAFT - Amendment/Revision #8 - DRAFT  
TIP Approved -- 6/24/2103 | AR7 Approved -- 9/15/2014

(COST IN THOUSANDS)		TIP								
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	
GUIDESHARE ALLOCATION		\$14,835	\$14,835	\$17,659	\$17,659	\$17,659	\$17,659	\$17,659	\$103,129	
DEBT SERVICE		(\$3,802)	(\$3,701)	(\$3,703)	(\$3,330)	(\$3,571)	(\$3,518)	(\$3,465)	(\$21,288)	
SCDOT SIGNAL RETIMING			(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)	
ALLOCATION AVAILABLE FOR PROJECTS		\$11,033	\$10,984	\$13,806	\$14,179	\$13,938	\$13,991	\$14,043	\$80,941	
CARRYOVER AVAILABLE FROM PREVIOUS FY			\$34,152	\$22,108	\$23,004	\$11,833	-\$1,679	\$6,811		
GUIDESHARE SUBTOTALS		(\$5,001)	(\$23,028)	(\$12,910)	(\$25,350)	(\$27,450)	(\$5,500)	(\$2,000)	(\$96,238)	
BALANCE		6,032	22,108	23,004	11,833	(1,679)	6,811	18,855	18,855	
									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	\$103,129					
				CARRYOVER	\$34,152					
		EXPENDITURES		PROJECTS	(\$96,238)					
				DEBT	(\$21,288)					
				OTHER	(\$900)					
		BALANCE		\$18,855						
Proposed Changes Highlighted in Blue										

PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
		DEBT SERVICE	\$ 41,574	\$3,802	\$3,701	\$3,703	\$3,330	\$3,571	\$3,518	\$3,465	\$21,288	\$5,326	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	1,548								\$4,260		STP
37728RD02		ALEX RD	43				2,000 C						
37728RD03		JIM HUNT RD				260 R		2,000 C					
		JAMESON RD											
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,250 P		200 P 1,000 R	1,000 P,R	5,000 C 1,750 C	5,000 C			\$12,200		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)	1,600 P	700 P	1,700 R		4,000 C	8,600 C			\$14,300		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	1,100 R	4,500 C				\$6,600		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 600 R		4,500 C						\$4,500		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	2,000 C					\$5,500		STP
38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	400 P 339 R	2,500 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	4,750 C 2,720 C	4,750 C				\$10,628		STP  NHS/IM
39660RD01	5	WOODRUFF ROAD (SC-146) FROM SCUFFLETOWN RD TO BENNETTS BRIDGE WIDEN FROM SCUFFLETOWN TO BENNETTS BR WITH IMPROVEMENTS TO INTERSECTIONS	400 P			350 PE 1,500 R	1,750 R	6,350 C			\$9,950		STP
TBD	14	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS				100 P					\$100		STP
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	800 P	600 R	600 R	2,500 C	2,500 C		\$7,000		STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	400 P	750 R	750 R	3,000 C	3,000 C		\$7,900		STP
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)								1,000 P	\$1,000	\$16,500	STP
TBD	11	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)								1,000 P	\$1,000	\$11,500	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***	310 P		1,850 C						\$1,850		STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	310 P		2,500 C						\$2,500		STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	310 P		500 R	2,000 C					\$2,500		STP
39303RD01		US 178 AND SC 93	400 P 134 R	336 R	1,800 C						\$1,800		STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	470 P 837 R 3,084 C	(314) C							Fully Obligated		STP
39301RD01		BRUSHY CREEK AND STRANGE	250 P	450 R	1,800 C						\$1,800		STP
39542RD01		ANN ST (US 178) AND JONES ST	250 P		350 R		1,800 C				\$2,150		STP Pickens County CTC
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	250 P			500 R	2,000 C				\$2,500		STP
Traffic Signal Retiming Corridors													
		US 123, Easley			93								STP
		Pelham Road, Greenville			93								STP
		US 276 (Cherrydale), Greenville/Greenville County					80						STP
		SC 93, Clemson					50						STP
		US 276-West Butler Road, Mauldin					55						STP
		Fairview Road, Simpsonville						90					STP
		East Butler Road, Mauldin						70					STP
		Signal Retiming Allocation			150	150	150	150	150		\$900		
		Signal Retiming Balance			(35)	115	265	230	220	370	370	UNDER BUDGET	
GUIDESHARE SUBTOTALS													
			\$ 20,019	\$ 5,001	\$ 23,028	\$ 12,910	\$ 25,350	\$ 27,450	\$ 5,500	\$ 2,000	\$100,038	\$28,000	

GPATS FINANCIAL STATEMENT (CONT)

Non-Guideshare Projects												
PIN #	NON-GUIDESHARE PROJECTS		Previous Obligations	FY 2013	TIP						REMAINING COST (2020+)	FUNDING
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	
	FOUNTAIN INN - MAIN STREET REVITALIZATION AND TRANSPORTATION IMPROVEMENT - 2,033 LOCAL MATCH			30 P 2,970 C								FEDERAL MATCH PROGRAM
707	WHITE HORSE RD - US 25 (BROADWAY BLVD (S-1047) TO NORTH OF S-506)		30,000								Complete	APPALACHIAN DEV.
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION					1,241 C						APPALACHIAN REG.
	US 123 & PRINCE PERRY ROAD BRIDGE IMPROVEMENTS		5,382								Complete	ARRA
	FAIRFOREST WAY WIDENING		3,118								Complete	ARRA
	US 29 - CHURCH STREET IMPROVEMENTS		12,000								Complete	NHS
37447	SC 153 WIDENING FROM NEAR COOPER ROAD TOWARD I-85 FOR 0.25 MILE		891								Complete	ARRA/EARMARK
	CONESTEE VILLAGE CONNECTOR TO SWAMP RABBIT TRAIL (FY2013)			100								PRT Conestee Foundation
	MINERAL SPRING TRAIL (FY2013)			25								PRT Williamston
				46								PRT Conestee Foundation
	CONESTEE VILLAGE CONNECTOR TO SWAMP RABBIT TRAIL (FY2014)				100							PRT Conestee Foundation
	MINERAL SPRING TRAIL (FY2014)				25							PRT Conestee Foundation
					34							PRT Williamston
					8							PRT Williamston
	CU-ICAR AND FAIRFOREST WAY		1,623			2,750						EARMARK
	I-385 @ FAIRVIEW ROAD INTERCHANGE									373 P		EARMARK
	WEST GEORGIA WIDENING FROM NEELY FERRY TO FORK SHOAL		1,400									EARMARK FED LIMIT 3,072
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER		998								Fully Obligated	EARMARK FED LIMIT 1,000
	S-23-272 WEST GA ROAD	4.71 MILES RECON		2,150								RECON & REHAB
	S-23-447 BOILING SPRINGS ROAD	2.74 MILES RECON		881								RECON & REHAB
	US-25 WHITE HORSE ROAD	1.97 MILES REHAB		1,242								RECON & REHAB
	S-23-453 HARRISON BR ROAD	1.47 MILES RECON		598								RECON & REHAB
	S-23-166 WEST LEE ROAD	1.38 MILES REHAB		381								RECON & REHAB
	SC-418	1.84 MILES REHAB		753								RECON & REHAB
	S-23-348 EAST LEE ROAD	1.54 MILES RECON		569								RECON & REHAB
	S-39-23 REECE MILL ROAD	4.87 MILES RECON		577								RECON & REHAB
	S-39-137 NORRIS HWY	1.58 MILES REHAB		1,820								RECON & REHAB
	SC-153 I-85 TO PICKENS COUNTY					3,860						RECON & REHAB
	SC-153 SOUTH OF I-85 TO I-85					↓						RECON & REHAB
	SC-101 S-109 TO CJ@MERITAGE					6,813						RECON & REHAB
	SC-418 S-146 TO FAIRVIEW					↓						RECON & REHAB
	SC-418 S-55 TO BRASHIER					↓						RECON & REHAB
	S-23-173 CJ@OAK LANE TO US-25					↓						RECON & REHAB
	S-23-295 SC-101 TO CJ@SC-14					↓						RECON & REHAB
	SC-418 GREENVILLE COUNTY TO S-30-704					1,967						RECON & REHAB
	S-30-76 GREENVILLE COUNTY TO US-76					273						RECON & REHAB
	S-39-221 SC-135 TO S-39-36					2,536						RECON & REHAB
	S-39-18 SC-88 TO S-39-18					251						RECON & REHAB
	S-39-283 S-39283 TO S-39-56					↓						RECON & REHAB
	BRIDGE US-29 AT S-23-75 - GREENVILLE	REHAB					41 P			1,139 C	\$1,180	BRIDGE REHAB
	BRIDGE US-29 AT US-29 - ANDERSON	REHAB					28 P		730 C		\$758	BRIDGE REHAB
	BRIDGE US-123 NB AT S-39-64 - PICKENS	REHAB					4 P	123 C			\$127	BRIDGE REHAB
	BRIDGE US-123 SB AT S-39-64 - PICKENS	REHAB					4 P	123 C			\$127	BRIDGE REHAB
	BRIDGE S-4-75 AT US-29 - ANDERSON	REPLACEMENT					500 P	1,200 R	8,400 C		\$10,100	BRIDGE REPLACE
	BRIDGE S-39-267 AT 12 MILE CREEK - PKN	REPLACEMENT			499 P			17 R	2,920 C		\$3,436	BRIDGE REPLACE
	BRIDGE S-23-164 AT ENOREE RIVER - GRV	REPLACEMENT						491 P	18 R	2,657 C	\$3,166	BRIDGE REPLACE
	BRIDGE S-23-335 AT ENOREE RIVER - GRV	REPLACEMENT				7,773 C					\$7,773	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





Transportation Alternatives Program Projects

PIN #	TA Program		Project Cost	FY 2013	TIP							REMAINING COST (2020+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)		
	1	Anderson County SC 81 Sidewalks	240	240									TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800	800									TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280	280									TAP 20% Local Match
	4	Anderson School District One Ragsdale Road Sidewalks	200	200									TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534	534									TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	260	260									TAP 20% Local Match
	7	Greenville County Poinsett Corridor Pedestrian and Landscaping	795	795									TAP 20% Local Match
	1	City of Greenville Woodruff Road Sidewalks	361		361								TAP 20% Local Match
	2	Anderson School District Four Riverside Middle School Sidewalks	250		250								TAP 20% Local Match
	TAP OBLIGATION			(3,109)	(611)	0	0	0	0	0			
	ANNUAL TAP ALLOCATION			622	622	622	622	622	622	622	3,731		
	FUNDING ADVANCEMENT			2,487	622								
	ADVANCEMENT REPAYMENT				622 (13)	622 (13)	622 (13)	622 (13)	622 (14)				
	BALANCE			0	11	11	11	11	11	633			
	TAP TOTAL			3109	611	0	0	0	0	0			
FY 2014-2019 TIP GRAND TOTAL				\$27,358	\$296,695	\$136,975	\$58,702	\$86,938	\$64,586	\$116,334	\$760,230	\$33,326	

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION  
\* - FEDERAL AMOUNT SHOWN IS THE MAXIMUM AMOUNT IN SAFETEA-LU THAT MAYBE DISTRIBUTED OVER 5 YEARS (FY 2005-2009). ACTUAL FUNDING CURRENTLY AVAILABLE RESULTING FROM FY 2005 AND 2006 ANNUAL APPROPRIATION ACTS.  
FY 2007-2009 FUNDING SUBJECT TO FUTURE APPROPRIATION ACTS (PROJECTED AT 85% FOR ESTIMATE PURPOSES)  
\*\* - INCLUDES FY 2005 AND FY 2006 SPENDING LIMITATIONS



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
[www.greenvillecounty.org](http://www.greenvillecounty.org)**

**Attachment 6**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Transportation Alternatives Program, FY2015 Cycle

---

Per the request of GPATS Staff in January, applications were received for the FY2015 Cycle of the Transportation Alternatives Program.

The following applications were received:

- Greenville County – Poinsett District Streetscape, Phase 2, \$315,000
- Town of Williamston – Minor Street Sidewalks, 200,000

The total amount being applied for does not exceed the GPATS allocation of TAP funds, so no decision needs to be made on which must be selected, and both projects meet the eligibility requirements. The applications themselves are substantive in size and not included in this packet. If you wish to review them, please contact Monica Floyd, [mfloyd@greenvillecounty.org](mailto:mfloyd@greenvillecounty.org).

**This item is being presented for information and discussion purposes. Staff and applicants will refine the applications ahead of full adoption in to the GPATS TIP in June.**



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 7**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** FTA Direct Recipient Application Status and Resolution

---

GPATS, having been awarded Designated Recipient Status by the Federal Transit Administration in late 2014, is now pursuing Direct Recipient Status.

Designated Recipient Status is required to receive and sub-allocate FTA grants. GPATS receives and sub-allocates Section 5307 funding to the Greenville Transit Authority and Clemson Area Transit systems.

Direct Recipient Status is required for any recipient to apply for and spend FTA grants. Section 5310 and 5339 funding may NOT be sub-allocated to other recipients, so GPATS is required to apply for this status if the region is to make use of these funding sources.

Sam Julius, Transit Planner and Grants Manager for GPATS, will give an update on how the application process is proceeding.

As a part of the application process, GPATS requires a Resolution approved by the Policy Committee to be permitted to serve as a Direct Recipient. This Resolution is included as **Attachment 7.2**.

In addition, there remain some items as a part of the Direct Recipient Packet which shall require signatures by the Chairman or his designee to be submitted. These include the Title VI document, the Equal Opportunity Employer Exemption, and the Disadvantaged Business Enterprise Exemption.

**The Policy Committee will be asked 1) to approve the Resolution, to be signed by the Chairman, for submittal to FTA and 2) to approve a motion to permit the Chairman or his designee to sign the supplemental forms on behalf of GPATS.**

## **GPATS DIRECT RECIPIENT AUTHORIZING RESOLUTION**

### **Summary:**

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration.

### **Preamble:**

WHEREAS, the Federal Transit Administration, an operating administration of the United States Department of Transportation, has been delegated authority to award grants for Federal transportation assistance authorized by 49 U.S.C. Chapter 53, Title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration;

WHEREAS, the Greenville-Pickens Area Transportation Study (GPATS) Policy Coordinating Committee (the "Applicant") is the Metropolitan Planning Organization for the Greenville Urbanized Area (UZA), the Mauldin-Simpsonville UZA and area immediate adjacent;

WHEREAS, the Applicant is the Designated Recipient of Federal Transit Administration Urbanized Area Formula transit funding (Section 5307);

WHEREAS, the Applicant is eligible to receive and desires to apply as a Direct Recipient for Section 5310 and Section 5339 Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant; and

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project.

NOW, THEREFORE, BE IT RESOLVED BY the Greenville-Pickens Area Transportation Study Policy Coordinating Committee:

1. That the Chairman of the GPATS Policy Coordinating Committee is authorized to execute and file applications for Federal assistance on behalf of the GPATS Policy Coordinating Committee with the Federal Transit Administration as a direct recipient of Section 5310 and Section 5339 Federal funding as provided in this Resolution's preamble. Furthermore, the Chairman is authorized to execute and file all related applications and exhibits that may be required for all Federal assistance by 49 U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.
2. That Applicant is the Designated Recipient as defined by 49 U.S.C. § 5307(a)(2).
3. That Chairman of GPATS Policy Coordinating Committee is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.

4. That the Chairman of the GPATS Policy Coordinating Committee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the Greenville-Pickens Area Transportation Study Policy Coordinating Committee.

#### **CERTIFICATION**

The undersigned duly qualified Chairman of the Greenville-Pickens Area Transportation Study Policy Coordinating Committee), acting on behalf of the Greenville-Pickens Area Transportation Study, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Greenville-Pickens Area Transportation Study Policy Coordinating Committee held on

\_\_\_\_\_.

\_\_\_\_\_  
Herman G. Kirven, Jr., Chairman

\_\_\_\_\_  
Attested by: Keith R. Brockington, GPATS MPO  
Manager



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 8**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Air Quality State Implementation Plan, MOA Approval

---

Every five years, SC Department of Health and Environmental Control is required to re-up their EPA-required State Implementation Plan (SIP) for Air Quality every 5 years. This document primarily deals with areas of Air Quality Nonattainment, but also lays the groundwork for communication and coordination ahead of any potential Conformity Determinations made in the future.

The latest SIP revision, presented as a Memorandum of Agreement (**Attachment 8.2**), was last approved by GPATS in 2004 and 2009.

Roger Jerry from SCDHEC Bureau of Air Quality will be making a short presentation on the need for GPATS approval of the SIP.

Substantively, the document is unchanged from the 2009 SIP. Language changes and notations relevant to MAP-21 and current air quality efforts have been made, but in summary this document changes nothing that GPATS must do that it hasn't been doing. The vast majority of the document focuses on requirements of jurisdictions who are in Nonattainment, which does not apply to GPATS at this time.

The MOA is requesting approval signatures by the Executive Directors of the MPOs. It is the opinion of the Greenville County Attorney, serving as Legal Counsel for GPATS, that in order for the Executive Director of GPATS (Keith Brockington) to sign this MOA, a motion should be put to the GPATS Policy Committee "authorizing the Chairman or his designee" to sign.

**The Policy Committee is requested to approve a motion authorizing the Chairman of GPATS or his designee to sign the Memorandum of Agreement on behalf of GPATS.**

## MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT, made as of the last day listed below, by and between the SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL BUREAU OF AIR QUALITY (“SCDHEC BAQ”), the SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (“SCDOT”), the UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (“USEPA”), the FEDERAL HIGHWAY ADMINISTRATION (“FHWA”), the FEDERAL TRANSIT ADMINISTRATION (“FTA”), and the following Metropolitan Planning Organization(s) (“MPO(s)”):

ANDERSON AREA TRANSPORTATION STUDY (“ANATS”)  
AUGUSTA REGIONAL TRANSPORTATION STUDY (“ARTS”)  
CHARLESTON AREA TRANSPORTATION STUDY (“CHATS”)  
COLUMBIA AREA TRANSPORTATION STUDY (“COATS”)  
FLORENCE AREA TRANSPORTATION STUDY (“FLATS”)  
GREENVILLE-PICKENS AREA TRANSPORTATION STUDY (“GPATS”)  
GRAND STRAND AREA TRANSPORTATION STUDY (“GSATS”)  
LOWCOUNTRY AREA TRANSPORTATION STUDY (“LATS”)  
ROCK HILL – FORT MILL AREA TRANSPORTATION STUDY (“RFATS”)  
SPARTANBURG AREA TRANSPORTATION STUDY (“SPATS”)  
SUMTER AREA TRANSPORTATION STUDY (“SUATS”)

and collectively referred to hereinafter as the Parties.

### RECITALS

**WHEREAS**, by entering into this Memorandum of Agreement (“Agreement” or “MOA”), the Parties intend to comply with Section 176(c) of the Clean Air Act (CAA), as amended (42 USC 7401 *et seq.*), and regulations under 40 CFR Part 93, Subpart A with respect to the conformity of transportation plans, programs, and projects that are funded, or approved by the United States Department of Transportation (USDOT) under 23 USC (Highways), or the Federal Transit Act, 49 USC 53; and

**WHEREAS**, 42 USC Section 7506(c), requires conformity determinations to ensure that transportation plans, programs, and projects funded or approved under 23 USC (Highways) or the Federal Transit Act, 49 USC 53 conform with State and Federal air quality implementation plans;

**WHEREAS**, EPA’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether transportation plans, transportation improvement programs (TIPs), and federally funded or approved highway and transit projects conform to state air quality goals.

**WHEREAS**, 40 CFR parts 51 and 93 require that MPOs, State Departments of Transportation, the FHWA, and the FTA must make these conformity determinations on transportation plans and transportation improvement programs in nonattainment and maintenance areas for proposed projects in those areas before those projects are adopted, approved or accepted, and on projects before they are approved or funded; and

**WHEREAS**, EPA has stated it will “accept State conformity procedures in any form provided the State can demonstrate to EPA’s satisfaction that, as a matter of State law, the State has adequate authority to compel compliance with requirements of State conformity procedures.” 58 FR 62209, section V.C. ; and,



**WHEREAS**, EPA published the Transportation Conformity Rule Restructuring Amendments (“Conformity Restructuring” rule) on March 14, 2012 (77 FR 14979), which restructures two sections of the transportation conformity rule so that existing requirements apply for any NAAQS, including new or revised NAAQS promulgated in the future.” EPA July 2012 **Guidance for Transportation Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas**, p. 6

**WHEREAS**, all Parties to this MOA desire to comply with the aforementioned federal laws and regulations and comparable state and local laws and regulations intended to assure the conformity of activities to applicable implementation plans developed according to Part A, Section 110 and Part D of the CAA for the sections of the federal rule it covers (40 CFR 93.105, 93.122(a)(4)(ii), and 93.125(c)); and 40 CFR 93.

**WHEREAS**, the CAA, as amended (42 U.S.C. 7401, *et seq.*), requires the State of South Carolina to submit a revision to the *South Carolina Air Quality Implementation Plan*, also known as the State Implementation Plan (SIP) containing the interagency consultation procedures and enforceable commitments related to conformity of transportation plans, programs and projects in areas designated as air quality non-attainment or maintenance in order to conform to the purpose of the SIP to meet national ambient air quality standards; and,

**WHEREAS**, the CAA as amended (42 U.S.C. 7401, *et seq.*), specifically Sections 121, 174, and 176, 40 CFR, Part 93, Subpart A, Title 23 USC 134, and 23 CFR Part 450 Subpart C, require intergovernmental consultation (1) before findings of conformity for the plans, programs and projects are made, and (2) for the development and submittal of applicable implementation plan revisions; and,

**WHEREAS**, the CAA, as amended (42 U.S.C. 7401, *et seq.*) in Section 110(a)(2)(A) and (E) require SIP revisions to be enforceable under state law, and “in order for EPA to approve the implementation plan revision submitted to EPA under this Subpart, the plan revisions must address and give full legal effect to the following three requirements of Part 93, Subpart A: Sections 93.105, 93.122(a)(4)(ii) and 93.125(c)”;

and,

**WHEREAS**, the MPOs were created by federal highway and transit statutes for the spending of federal highway or transit funds within the MPO boundaries and have the authority for planning, programming, and coordination of federal highway and transit investments,

**NOW, THEREFORE**, the parties intending to be legally bound agree as follows:

The Parties shall cooperatively support and implement the interagency consultation procedures contained herein in order to ensure that the plans, programs and projects adopted by the Parties conform to the purpose of the SIP to meet national ambient air quality standards for any applicable criteria pollutant.

**It is further agreed and understood by each Party that:**

1. The conformity of plans, programs, and projects funded under 23 U.S.C and the Federal Transit Act shall be determined pursuant to 42 U.S.C. Section 7401, *et seq.*; and as provided in 40 CFR Part 93 Subpart A, as amended; and pursuant to the “South Carolina Criteria and Interagency Consultation Procedures for the Determination of the Conformity of Transportation Plans, Programs, and Projects.”

2. This MOA will constitute a revision to the South Carolina SIP required by Section 176 of the CAA, and will govern interagency consultation requirements for transportation conformity determinations in the State of South Carolina.

3. This MOA addresses and gives full legal effect to the following three requirements of the Federal Transportation Conformity Rule, 40 CFR Part 93, Subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which stipulates that written commitments to control measures that are not included in the transportation plan and TIP must be obtained prior to a conformity determination and that such commitments must be fulfilled; and (3) 40 CFR 93.125(c), which stipulates that written commitments to mitigation measures must be obtained prior to a positive conformity determination and that project sponsors must comply with such commitments.

4. Execution of this MOA by each Party shall be by signature of each Party's representative.

5. The provisions of this MOA shall be implemented through appropriate procedures, resolutions, or other means, in order to comply with the requirements of all Federal and State laws and regulations relating to the determination of conformity and the development of applicable implementation plan revisions. This MOA defines and delineates the roles, processes, and responsibilities of each signatory.

6. The following descriptions are intended to distinguish legal boundaries only. The MOA and associated exhibits are not valid for any portions outside of South Carolina. The term "MPO" refers to the policy board for the organization that is designated under 23 USC 134(d) and 49 USC 5303(d). Any change in the name, membership, or geographic distribution of these MPOs will not require a formal revision of the SC Transportation Conformity SIP. Documentation indicating a change in the name, membership, or geographic distribution will be submitted to each of the Parties, including EPA Region 4, for inclusion in the SC Transportation Conformity SIP. Description of Metropolitan Planning Organizations:

Columbia MPO - That portion of Kershaw, Lexington, Richland, and Calhoun counties distinctly defined and known as the Columbia Area Transportation Study (COATS).

Greenville MPO - That portion of Greenville, Laurens, Pickens, Anderson and Spartanburg counties distinctly defined and known as the Greenville-Pickens Area Transportation Study (GPATS).

Spartanburg MPO - That portion of Spartanburg County distinctly defined and known as the Spartanburg Area Transportation Study (SPATS).

Augusta-Aiken MPO - That portion of Richmond and Columbia counties in the State of Georgia and that portion of Aiken and Edgefield counties in the State of South Carolina distinctly defined and known as the Augusta Regional Transportation Study (ARTS).

Rock Hill-Fort Mill MPO - That portion of York and Lancaster counties distinctly defined and known as the Rock Hill-Fort Mill Area Transportation Study (RFATS).

Florence MPO - That portion of Florence and Darlington counties distinctly defined and known as the Florence Area Transportation Study (FLATS).

Anderson MPO - That portion of Anderson County distinctly defined and known as the Anderson Area Transportation Study (ANATS).

Charleston MPO - That portion of Berkeley, Charleston and Dorchester counties distinctly defined and known as the Charleston Area Transportation Study (CHATS).

Grand Strand MPO – That portion of Brunswick County in the State of North Carolina and that portion of Horry and Georgetown counties distinctly defined and known as the Grand Strand Area Transportation Study (GSATS).

Sumter MPO - That portion of Sumter County distinctly defined and known as the Sumter Area Transportation Study (SUATS).

Lowcountry MPO - That portion of Beaufort and Jasper Counties, including the Towns of Hilton Head Island and Bluffton distinctly defined and known as the Lowcountry Area Transportation Study (LATS).

## **South Carolina Criteria and Interagency Consultation Procedures for the Determination of the Conformity of Transportation Plans, Programs, and Projects**

### **A. General Provisions**

Pursuant to 40 CFR 93.105, this document provides for interagency consultation (federal, state, and local), resolution of conflicts and public consultation procedures. Consultation procedures shall be undertaken prior to making transportation conformity determinations and prior to adopting applicable *South Carolina Air Quality Implementation Plan*, also known as the State Implementation Plan (SIP) revisions.

### **B. Interagency Consultation Procedures: General Procedure**

1. Representatives of the Metropolitan Planning Organizations (MPOs), the South Carolina Department of Health and Environmental Control (DHEC), the South Carolina Department of Transportation (SCDOT), and local publicly-owned transit agencies, not associated with the MPOs, shall collectively undertake an interagency consultation process in accordance with the procedures outlined herein with regional representatives of the United States Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) on the development of the applicable implementation plan, the list of transportation control measures (TCM) in the applicable implementation plan under 23 CFR 450.314, the transportation plan (TP), the Transportation Improvement Program (TIP), any revisions to the preceding documents, and associated conformity determinations.

2. For the purposes of regular consultation, the affected agencies shall include:

- a. MPOs (Metropolitan Planning Organizations) in non-attainment or maintenance areas;
- b. DHEC (South Carolina Department of Health and Environmental Control);
- c. SCDOT (South Carolina Department of Transportation);
- d. FHWA (Federal Highway Administration South Carolina Division Office);
- e. FTA (Federal Transit Administration);
- f. EPA Region 4 (Environmental Protection Agency); and,

g. Local publicly-owned transit agencies, not associated with the MPOs, in nonattainment or maintenance areas.

3. The MPO, as the lead transportation planning agency, shall have the primary responsibility in its designated non-attainment or maintenance area for developing the TP, the TIP, and for providing assistance for technical analyses by employing travel-demand modeling techniques, acquiring all necessary data, and coordinating these activities with agencies specified in Subsection B.2. The MPO shall work in consultation with SCDOT and local publicly-owned transit agencies, not associated with the MPOs, in developing these documents. The MPO shall be responsible for providing written notification of an initial meeting concerning transportation and related air quality issues to each of the affected agencies. Subsequent routine meetings will be agreed upon collectively by affected agencies. Scheduling changes shall be coordinated in a timely manner. The MPO or designee(s) shall be responsible for scheduling and coordinating meetings, preparing and transmitting agendas, and ensuring that meeting notes are taken and distributed. When the MPO is not the lead transportation planning agency, SCDOT shall have the same responsibilities as the MPO in fulfilling all applicable provisions of the consultative process and transportation conformity determinations.

4. The MPO shall notify each affected agency of all transportation planning activities for all federal and non-federal projects that are regionally significant and therefore need to be included in regional emissions analysis when estimating emissions from mobile sources in nonattainment and maintenance areas.

5. DHEC, as the state air quality lead agency, shall have primary responsibility for developing transportation-related SIPs, air quality modeling demonstrations, emissions inventories, and related activities. Transportation-related SIPs shall be prepared by DHEC with the assistance of the affected agencies. DHEC shall distribute documents to all affected agencies for review and comment. DHEC shall schedule public hearings to receive public comment on transportation-related SIPs. Comments and responses to comments shall be included in applicable SIP submittals to EPA.

6. For purposes of regular consultation, organizational representation shall be defined as follows:

- a. MPO, Executive Director or designee;
- b. DHEC, Environmental Quality Control Deputy Commissioner or designee;
- c. SCDOT, Secretary of Transportation or designee;
- d. FWHA, Division Administrator or designee;
- e. FTA, Regional Administrator or designee;
- f. EPA, Regional Administrator or designee; and,
- g. Local publicly-owned transit agencies.

7. Other specific roles and responsibilities of various participants in the interagency consultation process shall be as follows:

- a. The MPO, or SCDOT if there is no MPO for the area, shall be responsible for:
  - i. Developing transportation plans, projects, and TIPs;

- ii. The transportation impacts of TCMs;
- iii. Developing transportation and socioeconomic data and planning assumptions and providing such data and planning assumptions to DHEC for use in air quality analysis to determine conformity of transportation plans, TIPs, and projects;
- iv. Monitoring of regionally significant projects;
- v. Developing system- or facility- based or other programmatic (non-regulatory) TCMs;
- vi. Providing technical and policy input on motor vehicle emissions budgets;
- vii. Ensuring and coordinating the performance of transportation modeling for the purposes of generating the TIP or projects, regional emissions analyses and documentation of timely implementation of TCMs needed for conformity assessments;
- viii. Developing draft and final conformity determination documents for all transportation plans, programs, and projects; and,
- ix. Developing and maintaining a written plan specifying the timeframes for the submittal of projects to be considered for inclusion in the transportation plan, TIPs, and projects; ensuring the plan is readily accessible upon request by the public and interagency partners.

- b. DHEC shall be responsible for:
  - i. Developing emissions inventories;
  - ii. Developing emissions budgets;
  - iii. Conducting air quality and emissions modeling;
  - iv. Composing attainment demonstrations;
  - v. Revising control strategy implementation plan;
  - vi. Implementing regulatory TCMs; and,
  - vii. Compiling motor vehicle emissions factors.
- c. The SCDOT shall be responsible for:
  - i. Developing statewide transportation plans and Statewide Transportation Improvement Programs (STIPs);
  - ii. Providing technical input on new and proposed revisions to motor vehicle emissions budgets;
  - iii. Distributing draft and final project environmental documents to other agencies;
  - iv. Convening air quality technical review meetings on specific projects when requested by other agencies, or as needed;
  - v. Developing updated motor vehicle emissions estimates and projections; and,
  - vi. Choosing and evaluating transportation models and associated methods and assumptions to be used in hot spot and regional emissions analyses.
- d. The FHWA and FTA shall be responsible for:
  - i. Ensuring timely action on final findings of conformity, after consultation with other agencies;
  - ii. Providing guidance on conformity and the transportation planning process to agencies in interagency consultation; and,
  - iii. Reviewing, commenting on, and approving conformity determinations.
- e. The EPA shall be responsible for:
  - i. Reviewing motor vehicle emissions budgets in submitted SIPs and finding them adequate or inadequate based on adequacy criteria and procedures;
  - ii. Providing guidance on conformity criteria and procedures to agencies in interagency consultation;
  - iii. Approving or disapproving submitted SIP revisions (including TCMs);

iv. Providing modeling and emission inventory development assistance to the SCDOT, DHEC, and MPO; and,

v. Providing comments on the regional emissions analyses and conformity determinations of transportation plans, TIPs, and projects.

f. The local publicly-owned transit agencies, not associated with the MPOs, in nonattainment or maintenance areas shall be responsible for:

i. Supporting and conducting, as necessary, the transportation planning activities for public transportation service including transit operations; and,

ii. Providing the MPO with the information necessary for annual endorsement of Federal Transit Administration programs.

8. Before adoption and approval of conformity analyses prepared for transportation plans, TIPs, and projects, the MPO and/or SCDOT, as the lead transportation planning agency, shall distribute a final draft of the documents, including supporting technical materials, to the affected agencies for review and comments. Affected agencies shall review and submit written comments to the lead agency within thirty (30) calendar days. The lead agency shall respond to written comments made by the affected agencies on transportation plans, TIPs, projects, or SIPs in writing within thirty (30) calendar days of receipt of such comments. Comments and responses to comments shall be distributed for review by all affected agencies. Following resolution of all significant issues, final documents shall be revised accordingly and submitted to the designated lead agency for formal adoption and approval.

9. Meetings of the group of affected agencies shall convene for the specific purpose of considering issues with regard to the conformity of transportation plans, TIPs, and projects with the transportation conformity SIP. The frequency of these meetings shall be determined jointly by the specified transportation and air quality lead agencies. Affected agencies shall meet on a regular basis, at least quarterly, unless the lead agencies determine there is a need for an earlier meeting or, alternatively, that there is no need for the regularly-scheduled meeting. Based upon comments received and in coordination with the MPO, the lead agency may schedule a meeting where consultation with all affected agencies concerned can be accomplished simultaneously for the resolution of comments and issues. All meeting agendas, notes and call logistics are the responsibility of the MPO or designee(s).

10. Where TCMs are to be included in applicable SIPs in urbanized non-attainment or maintenance areas, a list of TCMs shall be selected and developed by the MPO in cooperation with other affected agencies. This list of TCMs shall be maintained and distributed to all cooperating agencies by DHEC after its review and consultation with the MPO. The list of TCMs shall be made available for inspection or copying for all interested persons and agencies.

### **C. Interagency Consultation Procedures: Specific Processes**

1. An interagency consultation process in accordance with Subsection B involving the MPO, DHEC, SCDOT, EPA, and FHWA or FTA shall be undertaken for the following:

a. Evaluating and choosing a model(s) and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses;

b. For purposes of regional emissions analysis, the MPO shall actively consult with the affected agencies to determine which minor arterials and other transportation projects should be considered “regionally significant” projects (in addition to those functionally classified as principal arterial or higher or fixed guideway systems or extensions that offer an alternative to regional highway

travel as defined by 40 CFR 93) and which projects should be considered to have a significant change in design concept and scope from the transportation plan or TIP. Prior to initiating any final action on these issues, the MPO shall consider the views of each agency that comments or responds in writing prior to any final action on these issues. If the MPO receives no comments within thirty (30) calendar days, the MPO may assume consensus by the affected agencies;

c. The MPO shall submit a list of exempt projects to affected agencies to evaluate whether projects otherwise exempted from meeting the requirements of 40 CFR Part 93 Subpart A (see Sections 93.126 and 127) should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason. The MPO shall allow thirty (30) calendar days for comments;

d. The MPO and/or SCDOT, in consultation with the affected agencies shall make a determination, as required by 40 CFR 93, whether past obstacles to implementation of TCMs that are behind the schedule established in the applicable implementation plan have been identified and are being overcome and whether state and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding for TCMs. This process shall also consider whether delays in TCM implementation necessitate revisions to the applicable implementation plan to remove TCMs or substitute TCMs or other emission reduction measures;

e. The MPO and/or SCDOT, in consultation with the affected agencies, shall identify projects located at sites in PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment and maintenance areas and require a hot-spot analysis (except where a categorical hotspot finding has been made);

f. The MPO shall notify the affected agencies of transportation plan or TIP revisions or amendments which merely add or delete exempt projects listed in 40 CFR 93 and allow a thirty (30) day comment period; and,

g. The SCDOT, in consultation with the affected agencies, shall cooperatively choose the appropriate conformity test(s) and methodologies for use in isolated rural non-attainment and maintenance areas, as required by 40 CFR 93 and for any non-attainment or maintenance area for which an emissions budget has not been developed and approved.

2. In accordance with Subsection B, an interagency consultation process involving the MPO, DHEC and SCDOT shall be undertaken for the following:

a. The MPOs, SCDOT, and DHEC, in cooperation with the affected agencies, shall evaluate events that will trigger new conformity determinations in addition to those triggering events established in 40 CFR 93; and,

b. The MPOs, SCDOT, and DHEC, in cooperation with the affected agencies, shall consult on regional emissions analysis for transportation activities that cross the borders of MPOs or nonattainment areas and define the respective responsibilities for each MPO.

3. For the purposes of determining the conformity of all projects outside the metropolitan planning area, but within the nonattainment or maintenance area, the MPO and SCDOT will work together to cooperatively plan and analyze projects so that transportation conformity requirements are met.

4. In accordance with Subsection B:

a. An interagency consultation process involving the MPO, DHEC, SCDOT, and recipients of funds designated under title 23 U.S.C. or the Federal Transit Laws shall be undertaken to:

i. ensure that plans for construction of regionally significant projects which are not FHWA/FTA projects (including projects for which alternative locations, design concept and scope, or the no-build option are still being considered), including all those by recipients of funds designated under Title 23 U.S.C. or the Federal Transit Laws, are disclosed to the MPO on a regular basis (as defined by Subsection B.7.a.ix); and,

ii. ensure that any changes to those plans are immediately disclosed.

b. The sponsor of any such regionally significant project, and any agency that becomes aware of any such project through applications for approval, permitting or funding or otherwise, shall disclose such project to the MPO in a timely manner (as defined by Subsection B.7.a.ix). Such disclosure shall be made not later than the first occasion on which any of the following actions is sought:

i. Any policy board action necessary for the project to proceed;

ii. Issuance of administrative permits for the facility or for construction of the facility;

iii. Execution of a contract to design or construct the facility;

iv. Execution of any indebtedness for the facility;

v. Any final action of a board, commission or administrator authorizing or directing employees to proceed with design, permitting or construction of the project; or,

vi. The execution of any contract to design or construct or any approval needed for any facility that is dependent on the completion of the regionally significant project.

c. To help assure timely disclosure, the sponsor of any potential regionally significant project shall disclose to the MPO within thirty (30) calendar days of acknowledgment of each project for which alternatives have been identified through the National Environmental Policy Act (NEPA) process, and in particular, any preferred alternative that may be a regionally significant project.

d. In the case of any such regionally significant project that has not been disclosed to the MPO and other interested agencies participating in the consultation process in a timely manner, such regionally significant project shall be deemed:

i. Not to be included in the regional emissions analysis supporting the currently conforming plan and TIP's conformity determination; and,

ii. Not to be consistent with the motor vehicle emissions budget in the applicable implementation plan.

e. For the purposes of the procedures outlined herein "approve" of a regionally significant project means:

i. The first time any action necessary to authorizing a project occurs, such as any policy board action necessary for the project to proceed;

ii. Issuance of administrative permits for the facility or for construction of the facility;

iii. Execution of a contract to construct the facility;

iv. Any final action of a board, commission or administrator authorizing or directing employees to proceed with construction of the project; or,

v. Any written decision or authorization from the MPO that the project may be adopted.

5. In accordance with Subsections B and C.4, the MPO and other recipients of funds designated under title 23 U.S.C. or the Federal Transit Laws, shall cooperatively assume the location, design concept, and scope of projects that are disclosed to the MPO but whose sponsors have not yet decided these



features in sufficient detail to perform the regional emissions analysis according to the requirements of 40 CFR 93.

6. Prior to making a conformity determination on a transportation plan or TIP, the MPO shall not include emission reduction credits from any control measures that are not included in the transportation plan or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless the MPO, FHWA or FTA obtains written commitments, as defined in 40 CFR 93.101, from the appropriate agencies to implement and fulfill those control measures, as required by 40 CFR 93.122(a)(4)(ii).

7. The MPO, in accordance with Subsection B, shall notify DHEC, SCDOT, and local transportation agencies not associated with the MPOs, and shall seek their input for the design, schedule, and funding of research and data collection efforts and regional transportation model development by the MPO (e.g., household/travel transportation surveys).

8. Prior to making a conformity determination on the transportation plan or TIP, the MPO shall ensure any project-level mitigation or control measures are included in the project design concept and scope and are appropriately identified in the regional emissions analysis used in the conformity analysis. Prior to making a project-level conformity determination, written commitments will be obtained before such mitigation or control measures are used in a project-level hot-spot conformity analysis, as required by 40 CFR 93.125(c).

9. In accordance with 40 CFR 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA shall obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA process completion. The written commitments to implement those project-level mitigation or control measures shall be fulfilled by the appropriate agencies.

10. Within fifteen (15) calendar days subsequent to approval and adoption of final documents, including transportation plans, TIPs, conformity approvals, applicable implementation plans and implementation plan revisions, the lead agency (that is, DHEC, the MPO, or SCDOT) shall provide copies of such documents and supporting information to all affected agencies.

#### **D. Resolving Conflicts**

1. Any conflicts among state agencies or between state agencies and an MPO shall be escalated to the Governor of South Carolina (Governor), or the Governor's designee, if the conflict cannot be resolved by the heads of the involved agencies.

2. In the event that the affected agencies and MPO determine that every effort has been made to address concerns and no further progress is possible, the dissenting party shall notify the representative of DHEC, as defined in Subsection B.6.; citing 40 CFR 93 in any notification of a conflict which may require action by the Governor.

3. Conflicts among State agencies or between State agencies and an MPO shall be escalated to the Governor, or the Governor's designee, if the conflict cannot be resolved by the heads of the involved agencies. DHEC has fourteen (14) calendar days within which to appeal a proposed determination of conformity (or other policy decision under this agreement) to the Governor after the MPO or SCDOT has notified DHEC of the resolution of all comments on such proposed determination of conformity or policy decision. Such fourteen (14) day period shall commence when the MPO or SCDOT has confirmed receipt

by DHEC of the resolution of DHEC's comments. If DHEC appeals to the Governor, the final conformity determination must have the concurrence of the Governor, or the Governor's designee. DHEC must provide notice of any appeal under this Subsection to the MPO and SCDOT. If DHEC does not appeal to the Governor within fourteen (14) calendar days, the MPO or SCDOT may proceed with the final conformity determination.

4. The Governor may delegate his or her role in this process, but not to the head or staff of DHEC, SCDOT, State transportation commission or board, or an MPO.

## **E. Public Consultation Procedures**

1. MPOs and other agencies making conformity determinations, transportation plans, and TIPS shall ensure those plans are consistent with the requirements of 23 CFR 450.316(a) and 40 CFR 93.105(e). In particular, there shall be reasonable public access to technical and policy information considered by the Parties at the beginning of the public comment period and prior to taking formal action on a transportation plan or TIP conformity determination. The opportunity for public involvement provided under this Subsection shall include access to information, emissions data, analyses, models and modeling assumptions used to perform a conformity determination. Any charges imposed for public inspection and copying of conformity-related materials shall be consistent with the South Carolina Freedom of Information Act, S.C. Code Ann. section 30-4-10 *et seq.* (2007 & Supp. 2013).

2. After the completion of the public comment period, the comments received from the public on the conformity analysis, shall be addressed in the final report and may be raised in an additional meeting between the Parties. Comments may be addressed individually or in summary form at the discretion of the MPO. Parties must specifically address in writing all public comments that plans for regionally significant non-FHWA/FTA projects are not properly reflected in the emissions analysis supporting a proposed conformity finding for a transportation plan or TIP.

3. If the Parties disagree about the conclusions of the analysis, the MPO may convene a meeting or consult with the Parties to consider and discuss the comments and determine whether further conformity-related analysis is needed.

4. No transportation plan, TIP, or project may be found to conform unless the determination of conformity has been subject to a public involvement process in accordance with this Subsection, without regard to whether the DOT has certified any process under 23 CFR 450.

## **F. General Provisions**

1. The Recitals are incorporated herein and made part of this MOA.

2. Terms used but not defined in this MOA shall have the meaning given to them by the Clean Air Act, Title 23 and Title 49 United States Code, 40 CFR 93.101, other EPA regulations, or other USDOT regulations, in that order of priority.

3. This MOA does not vest or create rights in third persons who are not parties to the MOA and this MOA shall not serve as the basis for any third party challenge or appeal. Third persons do not have the right to enforce this MOA. The obligations of the Parties under this MOA are contingent on the availability of funding.

4. Modification of this MOA must be by written amendment signed by all Parties to the MOA.

5. Any Party seeking to withdraw from this MOA, must notify the other Parties in writing thirty (30) days before withdrawal.

6. This MOA may be executed in counterparts. A copy with all original executed signatures shall constitute the original MOA. The MOA will be effective once all Parties have signed.

**IN WITNESS WHEREOF**, the Parties to this MOA have executed this **AGREEMENT** intending to be bound by it.

Signatures to Follow

**Anderson Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Augusta Regional Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Charleston Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Columbia Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Florence Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_



**Grand Strand Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Greenville-Pickens Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Lowcountry Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Rock Hill-Fort Mill Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Spartanburg Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Sumter Area Transportation Study**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**South Carolina Department of Health and  
Environmental Control**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**South Carolina Department of Transportation**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_



**Federal Highway Administration South Carolina  
Division Office**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Federal Transit Administration**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**United States Environmental Protection Agency**

By:

Title:

Date: \_\_\_\_\_

Signature: \_\_\_\_\_



**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
www.greenvillecounty.org**

**Attachment 9**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** GPATS and SPATS Boundary Adjustments

---

Per the request of SCDOT, GPATS and SPATS must make corrections to their boundaries to account for an overlap.

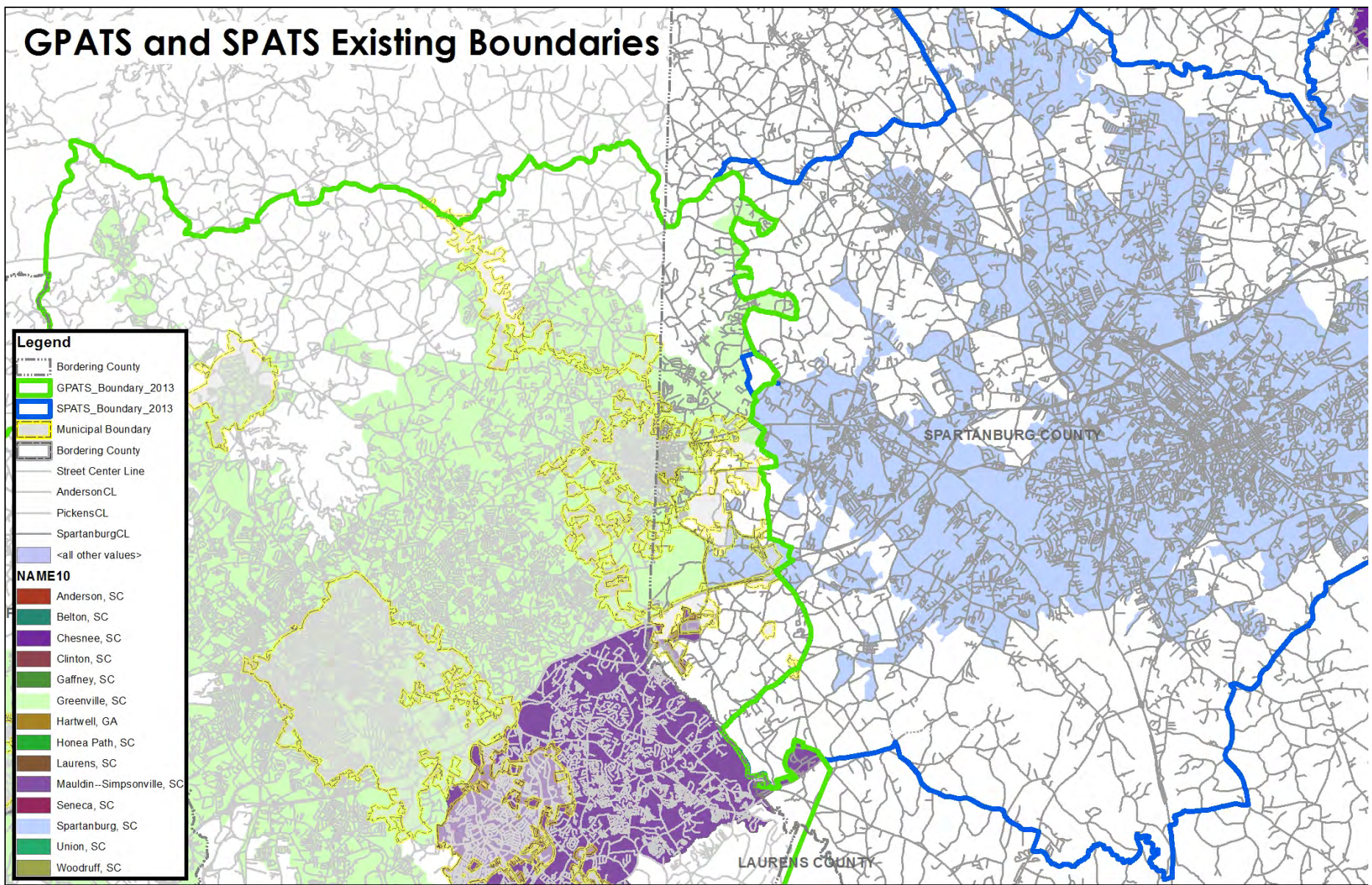
In 2013, as a part of the boundary expansions of MPOs to reflect the changed Census Urbanized Areas, GPATS and SPATS each submitted boundaries to SCDOT. While the Staffs were working together, and SCDOT served in oversight, an overlap occurred. In order for GPATS and SPATS to proceed with their upcoming LRTP efforts, this error must be corrected.

Graphically, the boundaries are shown in **Attachment 9.2**. Please note that the SPATS boundary is not visible in the final page because it is contiguous with the GPATS boundary.

The summary of the change is that a parcel not within either Urbanized area but claimed by both MPOs will be yielded to SPATS, as it lies within Spartanburg County. A smaller parcel previously claimed by SPATS will be yielded to GPATS as it is included in the Greenville Urbanized Area, and must not be included in SPATS to avoid SPATS falling under Transportation Management Area regulations. GPATS already falls under these regulations.

**The Policy Committee is requested to approve of the proposed GPATS Boundary change, which will become effective immediately and shall be submitted to SCDOT.**

# GPATS and SPATS Existing Boundaries



**Legend**

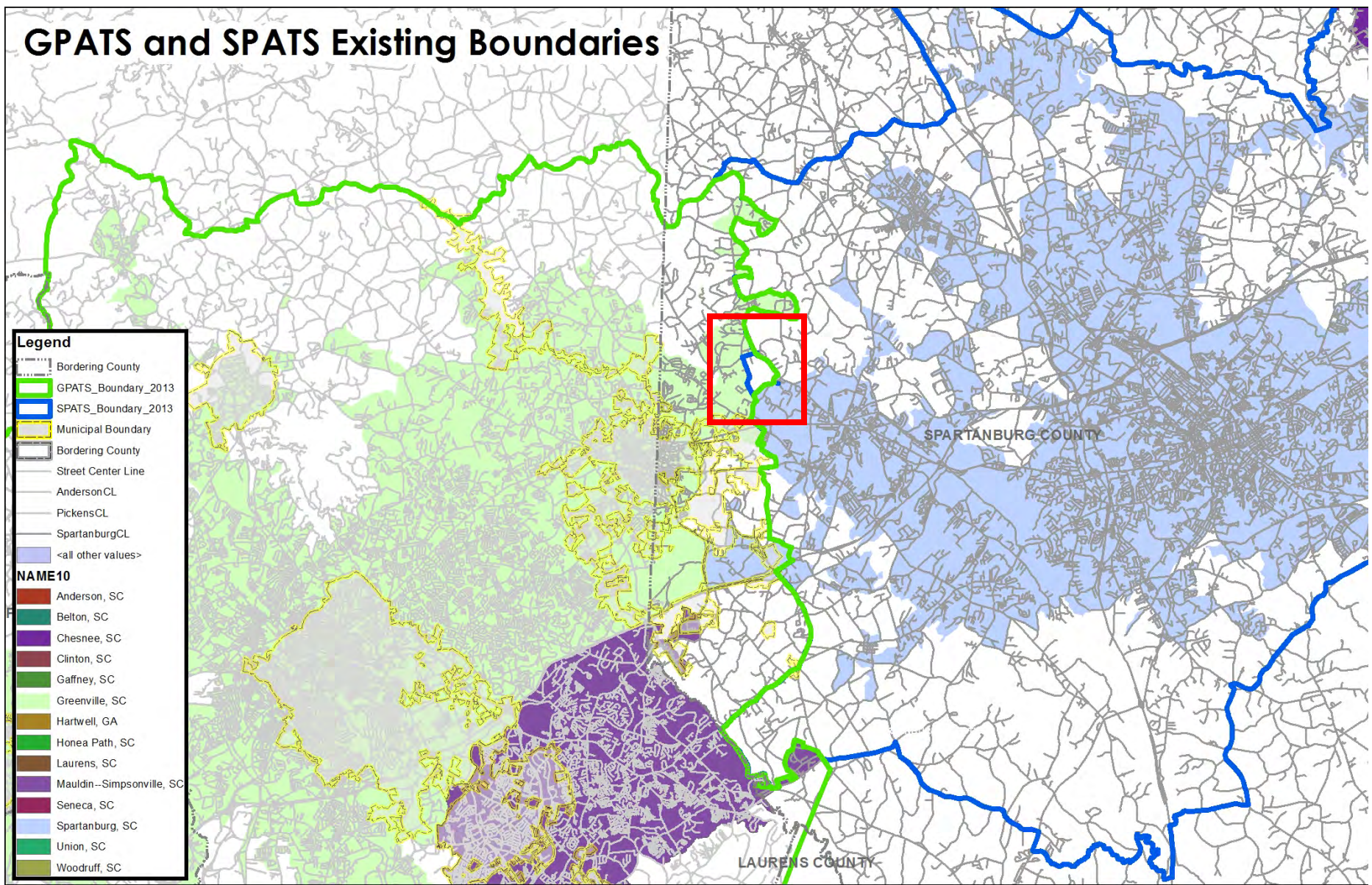
- Bordering County
- GPATS\_Boundary\_2013
- SPATS\_Boundary\_2013
- Municipal Boundary
- Bordering County
- Street Center Line
- AndersonCL
- PickensCL
- SpartanburgCL
- <all other values>

**NAME10**

- Anderson, SC
- Belton, SC
- Chesnee, SC
- Clinton, SC
- Gaffney, SC
- Greenville, SC
- Hartwell, GA
- Honea Path, SC
- Laurens, SC
- Mauldin-Simpsonville, SC
- Seneca, SC
- Spartanburg, SC
- Union, SC
- Woodruff, SC



# GPATS and SPATS Existing Boundaries



**Legend**

- Bordering County
- GPATS\_Boundary\_2013
- SPATS\_Boundary\_2013
- Municipal Boundary
- Bordering County
- Street Center Line
- AndersonCL
- PickensCL
- SpartanburgCL
- <all other values>

**NAME10**

- Anderson, SC
- Belton, SC
- Chesnee, SC
- Clinton, SC
- Gaffney, SC
- Greenville, SC
- Hartwell, GA
- Honea Path, SC
- Laurens, SC
- Mauldin-Simpsonville, SC
- Seneca, SC
- Spartanburg, SC
- Union, SC
- Woodruff, SC





# GPATS and SPATS Proposed Boundaries

This map displays the proposed boundaries for GPATS (Green Piedmont and Atlantic Transportation System) and SPATS (South Piedmont and Atlantic Transportation System) in South Carolina. The map includes a legend with the following categories:

- GPATS\_Boundary\_2015**: Solid green line
- SPATS\_Boundary\_2015**: Solid blue line
- Municipal Boundary**: Dashed yellow line
- Bordering County**: Thin grey line
- Street Center Line**: Thin black line
- AndersonCL**: Thin red line
- PickensCL**: Thin orange line
- SpartanburgCL**: Thin purple line
- <all other values>**: Thin grey line

The map also includes a list of names (NAME10) for various locations and features, including:

- Anderson, SC
- Belton, SC
- Chesnee, SC
- Clinton, SC
- Gaffney, SC
- Greenville, SC
- Hartwell, GA
- Honea Path, SC
- Laurens, SC
- Mauldin-Simpsonville, SC
- Seneca, SC
- Spartanburg, SC
- Union, SC
- Woodruff, SC

The map shows the proposed GPATS and SPATS boundaries, along with existing municipal boundaries and street center lines. The GPATS boundary is shown in solid green, and the SPATS boundary is shown in solid blue. The map also includes a list of names (NAME10) for various locations and features, including Anderson, SC, Belton, SC, Chesnee, SC, Clinton, SC, Gaffney, SC, Greenville, SC, Hartwell, GA, Honea Path, SC, Laurens, SC, Mauldin-Simpsonville, SC, Seneca, SC, Spartanburg, SC, Union, SC, and Woodruff, SC.

## NAME10

- |   |                          |
|---|--------------------------|
|    | Bordering County         |
|    | GPATS_Boundary_2015      |
|    | SPATS_Boundary_2015      |
|    | Municipal Boundary       |
|    | Bordering County         |
|    | Street Center Line       |
|    | AndersonCL               |
|    | PickensCL                |
|    | SpartanburgCL            |
|    | <all other values>       |
| <b>NAME10</b>   |                          |
|    | Anderson, SC             |
|    | Belton, SC               |
|    | Chesnee, SC              |
|    | Clinton, SC              |
|    | Gaffney, SC              |
|    | Greenville, SC           |
|    | Hartwell, GA             |
|    | Honea Path, SC           |
|    | Laurens, SC              |
|    | Mauldin-Simpsonville, SC |
|    | Seneca, SC               |
|    | Spartanburg, SC          |
|    | Union, SC                |
|  | Woodruff, SC             |





**Greenville County Planning Department**

**301 University Ridge, Suite 3800  
Greenville, SC 29601  
(864) 467-7270  
[www.greenvillecounty.org](http://www.greenvillecounty.org)**

**MEMORANDUM**

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** March 16, 2015

**SUBJECT:** Pickens County Municipal Seats and Bylaws Discussion

---

Please find the attached memo from Chairman Kirven, to continue discussion on the filling of the vacant Pickens County mayoral seat on the GPATS Policy Committee, and amending the GPATS Bylaws to adjust the process for future vacancies.

Also, please find attached supplemental information:

- Chairman Kirven's Memo from January
- Projections of GPATS populations through 2019

**This item is being presented for information and discussion purposes, and no action is required at this time. Any proposed action to amend the GPATS Bylaws shall be automatically tabled until the June Policy Committee Meeting.**



**H. G. (Butch) Kirven, Jr.**

Vice-Chair, Greenville County Council, Dist. 27

Chairman, GPATS Policy Committee

Office: 7 Ralph Hendricks Drive, Simpsonville, SC 29681

Tel: (864) 228-9300

[bkirven@greenvillecounty.org](mailto:bkirven@greenvillecounty.org)

March 2, 2015

MEMORANDUM FOR: GPATS Policy Committee Members

SUBJECT: Municipal representation

On January 9, 2015, I sent out a memorandum (copy attached) entitled "GPATS Bylaws" to all Policy Committee members outlining efforts to resolve how to fill the vacant seat formerly held by the mayor of Liberty. This was briefly discussed during our January meeting with the recommendation that the mayors of the Pickens County area, including Pendleton, get together and develop a recommendation.

It is my understanding that the mayors of the area in question have met and agreed that the mayor of Liberty should hold the fourth seat allocated by the Bylaws to the Pickens County area municipalities. Therefore, effective immediately, the mayor of Liberty is designated as a member of the Policy Committee. No action by the Policy Committee or change to the Bylaws is required.

Left unresolved, however, is formalizing a system of periodically rotating mayors of these seven (7) municipalities into the four (4) Policy Committee seats.

If this is to be considered, please keep in mind that federal and state guidelines require proportional representation based primarily on population. Within the GPATS area, Greenville County carries 75-percent of the population, Pickens County 15-percent, and Anderson County 10-percent. The GPATS Policy Committee has been careful to maintain a workable and appropriate balance among the state, county, and municipal jurisdictions represented on the GPATS Policy Committee.

This was well understood and considered by the multi-jurisdictional ad hoc committee that revised and recommend the bylaws that were subsequently approved by GPATS in 2013. Part of the discussion then was recognizing a threshold population of 3,000 for a municipality to be eligible to hold a GPATS Policy Committee seat. Adhering to this threshold number would solve the problem for now, and preserve the current balance among the GPATS Policy Committee membership.

Respectfully,



H. G. (Butch) Kirven, Jr.

Attach: Memo dated Jan 9, 2015

January 9, 2015

Subject: GPATS Bylaws

Based on federal and state guidelines, seats on the GPATS Policy Committee are determined and weighted by population and political jurisdictions. A certain number of seats are allocated to the Legislative Delegations, County Councils, and Mayors of municipalities within the GPATS area. The Delegations and County Councils each have established methods to designate individuals to hold GPATS seats representing the entity.

A question has arisen among the Pickens Area "cluster" of municipalities as to which of the seven (7) municipalities should hold the four (4) GPATS seat at any given time. The GPATS Bylaws state: "The Mayors of Central, Clemson, Easley, Liberty, Norris, Pendleton and Pickens shall among themselves appoint four mayors to serve on the Policy Committee."

It would be good if a method could be devised and agreed upon that would provide a fair rotation among the Pickens Area "cluster" of municipalities. Pendleton is included in this group due to geographic proximity, shared common interests, and logistical and administrative purposes.

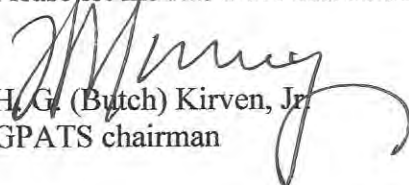
A chart is attached showing the US Census population figures for these municipalities for 2010, updated for 2014, and forecasted for 2019. A GPATS jurisdictional map is also attached.

Easley and Clemson are the largest cities by far in population, followed by Central, Liberty, Pickens, Pendleton, and Norris. Pickens and Pendleton are very close in population, and the trend shows Pendleton surpassing Pickens by 2019.

It would probably be appropriate to designate, say, two of these municipalities as "permanent" GPATS Policy Committee members, with a rotational system for the others. Again, deciding on how best to allocate the four seats is up to the mayors of these municipalities. Hopefully, they will form a "caucus" so that the interests of any one of them would be represented by all of them, regardless of which ones hold the GPATS seats at any particular time.

I look forward to seeing everyone on January 26 for the GPATS Policy Committee meeting.

Please let me know if I can be of assistance.

  
H. G. (Butch) Kirven, Jr.  
GPATS chairman

January 9, 2015

Subject: GPATS Bylaws

Based on federal and state guidelines, seats on the GPATS Policy Committee are determined and weighted by population and political jurisdictions. A certain number of seats are allocated to the Legislative Delegations, County Councils, and Mayors of municipalities within the GPATS area. The Delegations and County Councils each have established methods to designate individuals to hold GPATS seats representing the entity.

A question has arisen among the Pickens Area “cluster” of municipalities as to which of the seven (7) municipalities should hold the four (4) GPATS seat at any given time. The GPATS Bylaws state: “The Mayors of Central, Clemson, Easley, Liberty, Norris, Pendleton and Pickens shall among themselves appoint four mayors to serve on the Policy Committee.”

At this time, the seat held by the former Mayor of Liberty is considered to be Vacant until the reappointment is named. This seat may be filled by the current Mayor of Liberty, or a Mayor from Pendleton, Central, or Norris. The Mayors of Easley, Clemson, and Pickens already hold Policy Committee seats.

It would be good if a method could be devised and agreed upon that would provide a fair rotation among the Pickens Area “cluster” of municipalities. Pendleton is included in this group due to geographic proximity, shared common interests, and logistical and administrative purposes.

A chart is attached showing the US Census population figures for these municipalities for 2010, updated for 2014, and forecasted for 2019. A GPATS jurisdictional map is also attached.

Easley and Clemson are the largest cities by far in population, followed by Central, Liberty, Pickens, Pendleton, and Norris. Pickens and Pendleton are very close in population, and the trend shows Pendleton surpassing Pickens by 2019.

It would probably be appropriate to designate, say, two of these municipalities as “permanent” GPATS Policy Committee members, with a rotational system for the others. Again, deciding on how best to allocate the four seats is up to the mayors of these municipalities. Hopefully, they will form a “caucus” so that the interests of any one of them would be represented by all of them, regardless of which ones hold the GPATS seats at any particular time.

I look forward to seeing everyone on January 26 for the GPATS Policy Committee meeting.

Please let me know if I can be of assistance.

H. G. (Butch) Kirven, Jr.  
GPATS chairman

# GPATS Jurisdictional Populations

10-Dec-14

	2010 (Census)	% of Total	2014 (Forecasted)	% of Total	2019 (Forecasted)	% of Total
<b>Greenville County</b>						
Unincorporated	305,239	50.488%	322,182	51.024%	346,418	51.808%
Greenville	58,409	9.661%	61,415	9.726%	65,352	9.774%
Greer <sup>1</sup>	25,513	4.220%	26,934	4.266%	28,816	4.310%
Mauldin	22,889	3.786%	23,848	3.777%	25,678	3.840%
Simpsonville	18,238	3.017%	19,271	3.052%	20,734	3.101%
Fountain Inn <sup>1</sup>	7,799	1.290%	8,226	1.303%	8,673	1.297%
Travelers Rest	4,576	0.757%	4,852	0.768%	5,258	0.786%
<b>Total</b>	<b>442,663</b>	<b>73.219%</b>	<b>466,728</b>	<b>73.916%</b>	<b>500,929</b>	<b>74.916%</b>
<b>Pickens County</b>						
Unincorporated	51,995	8.600%	52,337	8.289%	52,473	7.848%
Easley	19,982	3.305%	20,052	3.176%	20,185	3.019%
Clemson	13,860	2.293%	14,560	2.306%	15,125	2.262%
Central	5,159	0.853%	5,468	0.866%	5,867	0.877%
Liberty	3,269	0.541%	3,179	0.503%	3,113	0.466%
Pickens	3,126	0.517%	3,059	0.484%	3,008	0.450%
Norris	813	0.134%	808	0.128%	802	0.120%
<b>Total</b>	<b>98,204</b>	<b>16.243%</b>	<b>99,463</b>	<b>15.752%</b>	<b>100,573</b>	<b>15.041%</b>
<b>Anderson County</b>						
Unincorporated	38,213	6.321%	39,166	6.203%	40,353	6.035%
Pendleton <sup>2</sup>	2,964	0.490%	3,082	0.488%	3,207	0.480%
Williamston	3,934	0.651%	3,924	0.621%	3,947	0.590%
West Pelzer	880	0.146%	840	0.133%	813	0.122%
Pelzer	89	0.015%	90	0.014%	91	0.014%
<b>Total</b>	<b>46,080</b>	<b>7.622%</b>	<b>47,102</b>	<b>7.460%</b>	<b>48,411</b>	<b>7.240%</b>
<b>Spartanburg County</b>						
<b>Unincorporated</b>	<b>14,151</b>	<b>2.341%</b>	<b>14,624</b>	<b>2.316%</b>	<b>15,217</b>	<b>2.276%</b>
<b>Laurens County</b>						
<b>Unincorporated</b>	<b>3,480</b>	<b>0.576%</b>	<b>3,511</b>	<b>0.556%</b>	<b>3,526</b>	<b>0.527%</b>
<b>GPATS Grand Totals</b>	<b>604,578</b>	<b>100.000%</b>	<b>631,428</b>	<b>100.000%</b>	<b>668,656</b>	<b>100.000%</b>

Sources: U.S Census Bureau, Census 2010 Summary File 1. Esri (Envinronmental Systems Research Institute) forecasts for 2014 and 2019

Notes: 1: Populations for Greer and Fountain Inn are tallied fully towards Greenville, despite portions of the Municipalities being in Spartanburg and Laurens Counties  
 2: Pendleton, though tallied with Anderson County, is typically grouped with Pickens Municipalities for Logistical and Administrative Purposes