

**AGENDA**  
**GPATS POLICY COORDINATING COMMITTEE**  
**June 19, 2017**  
**301 University Ridge, Suite 400 - Greenville County Square**  
**10:00 a.m.**

- |                |  |  |
|----------------|--|--|
|                | <b>1. CALL TO ORDER / WELCOME AND INTRODUCTIONS</b>                  | <i>Chairman<br/>Councilman Butch Kirven</i>  |
| <b>action:</b> | <b>2. APPROVAL OF THE April 17, 2017 COMMITTEE MINUTES</b>           | Attachment 1   |
|                | <b>3. PUBLIC COMMENT</b>   | <i>Chairman<br/>Councilman Butch Kirven</i>  |
|                | <b>4. SCDOT PROJECT STATUS UPDATE</b>                                | Attachment 2<br><i>Tommy Elrod, PE<br/>SCDOT Project Manager</i>                                   |
| <b>action:</b> | <b>5. FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM</b>                | Attachment 3<br><i>Keith Brockington<br/>GPATS Transportation Manager</i>                          |
| <b>action:</b> | <b>6. GPATS 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM</b>         | Attachment 4<br><i>Keith Brockington<br/>GPATS Transportation Manager</i>                          |
| <b>action:</b> | <b>7. FY2018 UNIFIED PLANNING WORK PROGRAM SPECIAL STUDIES</b>       | Attachment 5<br><i>Keith Brockington<br/>GPATS Transportation Manager</i>                          |
| <b>action:</b> | <b>8. FY2018-2019 UNIFIED PLANNING WORK PROGRAM</b>                  | Attachment 6<br><i>Keith Brockington<br/>GPATS Transportation Manager</i>                          |
| <b>action:</b> | <b>9. GTA/GREENLINK LOW-NO GRANT LETTER OF SUPPORT</b>               | Attachment 7<br><i>Addy Matney, GTA Board Chair<br/>Gary Shepherd, Director, Greenlink Transit</i> |
|                | <b>10. CATBUS RE-IMAGINING STUDY FINAL REPORT</b>                    | Attachment 8<br><i>J.C. Cook, Mayor<br/>City of Clemson, CATbus</i>                                |
|                | <b>11. LRTP UPDATE</b>   | Attachment 9<br><i>Keith Brockington<br/>GPATS Transportation Manager</i>                          |
|                | <b>12. NEW BUSINESS<br/>- GPATS Quadrennial Certification Review</b> |  |
|                | <b>13. ADJOURN</b>   |  |

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**April 17, 2017**  
**Suite 400 – County Square**  
**10:00 a.m.**

**MEMBERS PRESENT:** Chairman Butch Kirven, Representative Smith, Representative Burns, Representative Loftis, Representative Hamilton, Representative Collins, Senator Rice, Councilor Norris, Councilor Roberts, Councilor Payne, Councilor Costner, Commissioner Willard, Commissioner Davis, Mayor Raines, Mayor Danner, Mayor Lee, Mayor Cook, Keith Brockington and Addy Matney

**OTHERS PRESENT:** P. Gucker, T. Barber, K. Brockington, B. Hansley, H. Gamble, T. Elrod, J. Chasteen, D. Dyrhaug, S. Jackson, M. Forman, S. Limbaker, D. Cooper, V. Holmes, C. Link and Allison Fluitt with Kimley Horn

**CALL TO ORDER/WELCOME**

Chairman Kirven called the meeting to order at 10:00 a.m. He thanked the Study Team and staff for their work in getting ready for the meeting and preparing the agenda.

**APPROVAL OF THE FEBRUARY 27, 2017 COMMITTEE MEETING**

**MOTION:** By Mayor Danner, seconded by Representative Smith to approve the minutes of the February 27, 2017 Committee meeting. The motion carried unanimously by voice vote.

**PUBLIC COMMENT**

There were no individuals signed up for public comment.

**SCDOT PROJECT STATUS UPDATE**

Tommy Elrod addressed the Committee members with an update of several of the projects as were included in the agenda packets. He stated the I-85/385 project was on schedule with a May 2019 completion date. After the project is complete they will begin widening I-85 to eight lanes all the way to Spartanburg. Mr. Elrod stated they were still working with the City on the Church Street Bridge. He briefly updated the Committee on bridge projects within the area and also on safety projects. He also went over projects within the Transportation Alternative Program and Guideshare Projects.

### **2017 TRANSPORTATION ALTERNATIVES PROGRAM UPDATE**

Keith Brockington addressed the Committee with an update on the status of the Transportation Alternative Program. He stated staff had received six applications totaling slightly under three times the allocated amount of \$634,694.00. The rankings were close enough that no outliers could be identified. He stated the Study Team requested the applicants be consulted as to whether reductions and funding scenarios could be developed. The final recommendations for inclusion of the selected projects into the GPATS TIP will occur in June. The Policy committee will be asked for input on their preference of selecting projects with limited funding amounts.

Mayor Cook recommended the funds should be distributed to do whole projects and not partial projects. He suggested prioritizing to two or three projects.

Representative Loftis asked were there phases.

Mr. Brockington stated some of the projects were in phases and some not. Perhaps the projects that could be scaled back could be partially funded and the ones that could not, would be completely funded. He stated staff was currently working with the applicants to determine which could be scaled back.

### **FY2018 UNIFIED PLANNING WORK PROGRAM SPECIAL STUDIES – CALL FOR PROJECTS**

Keith Brockington addressed the Committee with the funding made available for Special Studies. He noted the amount available as \$149,312.00. He stated the studies must be planning in nature and require a local match equal or greater than 20% of the entire project. If the total requested through eligible applications is less than the PL carryover amount, GPATS will likely fund all requests. If the requests are beyond what is able to be funded in a given year, the Study Team will make recommendations to the Policy Committee as to which requests should be approved. He stated staff was now accepting applications and would do so until May 1, 2017.

### **GPATS 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #7**

Keith Brockington addressed the Committee members with a TIP Amendment AC#7 which would include:

- Addition of Clemson Area Transit funding for ADA Compliance, and adjustment of other line items in its breakout to match allocation.
- Addition of the FY2017 State Mass Transit Funding for the Greenville Urbanized Area.
- Addition of funding for US-25 NB and SB Bridge Replacement over S-23-119 and the North Saluda River.

Chairman Kirven asked Mr. Brockington to explain the deficits indicated.

Mr. Brockington stated when there are cost overruns and the TIP is adjusted for the overruns, and balances are shifted around. Once a new TIP is approved as will be in June, the balances are reconciled.

**MOTION:** By Representative Smith, seconded by Representative Burns to approve the Transportation Improvement Program Amendment #7. The motion carried unanimously by voice vote.

### **HORIZON2040 LRTP UPDATE**

Allison Fluitt with Kimley Horn addressed the Committee members with a status update on the progress of the Long Range Transportation Plan. She stated a lot of work and progress has been made since she was last before the Committee. Ms. Fluitt gave the GPATS State of the Region Report highlighting the demographics and existing conditions in the GPATS region, including population and employment statistics, commuting patterns, transportation networks and previous plans. She reported on the Horizon2040 Workshops, summarizing the results from the series of public meetings held for the LRTP last fall, including the September Regional Kick-off and eight October sub-regional meetings. Ms. Fluitt provided each Committee member with handouts which she will be referencing.

Mayor Danner stated the response data from the minority community is less than 15% and the response from people making over \$50,000 a year is well over 70%. Being there was a 50% increase in poverty in the area, how could we make sense of the statistically valid.

Ms. Allison stated they had looked at the total number of responses and not just at the GPATS region.

Representative Loftis stated he was thinking in the same line, 70% of the respondents had incomes over \$50,000. He wondered who that group wants public transportation for. Additionally, he stated another inconsistency was looking at the focus groups; one wants more facilities for bicyclists. It notes, some want facilities and other are interested in off street trails. He was not certain that equates to bicycle lanes, they want more facilities. Representative Loftis felt the overall emphasis with all the groups was repaving and the widening of roads.

Ms. Allison stated repaving and widening was consistently very viable.

Representative Loftis asked how the individual focus group numbers are integrated into the survey.

Ms. Allison stated with the focus groups they were interested in getting some geographic diversity, some subject matter experts, and agency partners to sit in on the groups.

Mr. Brockington stated the focus group participants were selected from the GPATS Study Team and area experts that are dealt with on a regular basis.

Representative Loftis asked who the experts were.

Mr. Brockington stated County and City Engineers, appointed officials and staff members from the GPATS area.

Representative Loftis said he was a little uneasy about the representation they had.

Councilwoman Norris stated her district, the “unseen group” as she calls them, of which many are not involved and have no transportation. In order to be inclusive, she felt they needed to be included.

Councilman Roberts agreed with Councilwoman Norris. Additionally, since the majority of the participants had an income of over \$50,000 a year, he was surprised they did public transportation. He felt had there been participation from the group Ms. Norris was speaking of it would have been even higher.

Councilman Payne asked if they were looking at any future transportation changes. Do the people taking the survey even consider Automated Connected Electric Shared Mobility as the future of mobility?

Ms. Allison stated it would be difficult to provide the education/information that would be necessary to have a question referring to future technology. There is not a mechanism in the survey to directly address that.

Commissioner Willard commented, looking over the guideshares over a five year period, each year there is about 18 million dollars. How is that 18 million dollars going to be divided up? Are you going to put it in Public Transportation, paving, new roads, widening, where are you going to allocate those dollars. He stated even though you are talking about a long range plan, there are already projects in the process that have dollars invested, so whatever you do is something that is not going to happen tomorrow or next year, it is going to happen over a period of time. Unless the Policy Committee wants to make a decision of scrapping a project. There is a new road, and are we going to take those dollars and put them in something else. We can talk about the basic issues of whether it is here or there, but the decision of this Committee is what is going to be done with the 18 million dollars.

Mr. Brockington stated staff will present strategies, different scenarios of what the Policy Committee could do with the monies. The Policy Committee will have full

authority on how to spend the dollars each year. The Study Team will be giving recommendations. He stated once the LRTP is adopted, at the February 2018 Committee meeting there will be a TIP Amendment bringing the TIP in line with the LRTP.

Ms. Allison informed the Committee of the next steps in the process.

How do you control groups that attempt to manipulate the input you get?

Ms. Allison stated she appreciated being able to include the statistical survey in the process. It helps in controlling the issue of input manipulations. GPATS was not required to have the survey in the process, but rather chose to include it in order to get a certain quality of feedback. She stated she faced that everywhere a plan was being done.

### **NEW BUSINESS**

Senator Rice noted the Legislators would be working on the road deal.

Commissioner Willard stated the Commission had provided scenarios of how any monies would be spent if additional dollars were to be received.

### **ADJOURNMENT**

**MOTION:** By Councilor Norris to adjourn. Without objection Chairman Kirven adjourned the meeting at 11:43 a.m.

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Submitted by Recording Secretary

## GPATS Projects Status Report – May, 2017

### Non-Guideshare Projects

#### Interstate

I-85/I-385 Interchange, project ID# 38111: design-build project to upgrade the I-85/I-385 interchange and to complete the 6-laning of I-385 between Butler and Roper Mountain Roads; includes improving the Woodruff Road @ Garlington/Miller Roads intersection and upgrading the traffic signals on Woodruff Road between Roper Mountain Road/Verdae Boulevard and SC 14; Flatiron Constructors/Zachry Construction Corp Joint Venture was the winning team, with a low bid of \$231,116,087 and a construction time of 1,035 days, starting 12/14/2015 (NTP #2); construction activities began late January 2016, with substantial completion scheduled for mid-2019

I-85 Widening from near I-385, Exit 51, to near SC 85, Exit 69, project ID# 27368: widen to 8 lanes; includes replacing the Rocky Creek culvert (just south of Pelham Road) with a bridge and raising the grade of I-85 to prevent over-topping; also includes replacing the S. Batesville Road bridge over I-85; preliminary engineering by Michael Baker International is underway; expected to be a design-build project, with construction beginning 2020/2021

I-85 Widening from near SC 153, Exit 40, to near I-385, Exit 51, project ID# 27306: widen to 8 lanes; upgrade the I-85/Laurens Road interchange; includes the replacement of the Ridge Road bridge over I-85; preliminary engineering by HDR/ICA Engineering is underway; expected to be a design-build project, with construction beginning 2021/2022

I-385 Pavement Rehabilitation, project ID# 27223: rehabilitate and resurface I-385 from near Stone Avenue to Roper Mountain Road; bid opening May 2016 but no bids received; re-bid August 2016, with Sloan Construction the low bidder at \$24,465,783, and with a completion date of 8/31/19; construction began late 2016; expect some extended lane closures (over weekend) for southbound outside lane on I-385

I-85/SC 290 Interchange, project ID# 27379: convert the existing diamond interchange to a diverging diamond type interchange and improve the ramps; preliminary engineering underway by Kimley-Horn with construction tentatively scheduled for 2019

I-85 Widening in Spartanburg/Cherokee Counties, project ID# 27114: widen 16 miles of I-85 to 6 lanes from near Gossett Road, Exit 79, to near SC 18, Exit 96; Blythe/Zachry was the low bidder at \$435,576,907 and with a construction time of 1,637 days; expected completion is spring/summer 2021

I-85 Park and Ride, project ID# 28633: SCDOT has selected AECOM to assist with the identification and design of one or more park and ride facilities along the I-85 corridor; R/W is scheduled for FY 19 and construction for FY 20

## **Bridges**

Hampton Avenue Pedestrian Bridge, project ID# 27367: construct a new pedestrian bridge over the Norfolk Southern switching yard between E. Bramlett Road and Montgomery Avenue; project management by Greenville County staff via local public agency (LPA) process with SCDOT; funding is a combination of Appalachian Regional Commission (ARC), Greenville CTC and Greenville County funds

S-164 Gibbs Shoals Road over Enoree River, south of Greer, project ID# 27178: replace bridge; PE began late 2015 with R/W in FY 18 and construction in FY 19

S-39-267 Belle Shoals Road over Twelve Mile Creek, 3.5 miles southwest of the City of Pickens, project ID# 27023: R/W in FY 16 and construction in FY 18

S-42-75 Mt. Lebanon Church Road bridge replacements over M. Tyger River and tributary of M. Tyger River in Spartanburg County, project ID# 29127: began PE in late 2015 with R/W in FY 18 and construction in FY 19

S-23-272 W. Georgia Road over Reedy River, west of Simpsonville, project ID# 28355: began PE in FY 15 with R/W in FY 17 and construction in FY 18

US 29 Church Street bridge over S-75 McBee Avenue in the City of Greenville, project ID# 28821: rehab bridge deck and paint steel beams, with traffic reduced to one lane in each direction during construction; opened bids December 2016 but both bids were higher than internal cost estimate so anticipate re-bidding; coordinating with City of Greenville on enhancing bike/ped accommodations prior to re-letting

S-335 Edwards Road over tributary to Enoree River, west of Taylors, project ID# 27834: Act 98 special bridge replacement program, Dist. 3 Package B2, including S-191 Jones Mill Road over Howard Branch in Greenville Co., S-129 over Town Creek in Pickens co., S-208 over Spivey Creek in Spartanburg Co., and S-531 over Perkins Creek in Oconee Co., opened bids May 2015, with a 4/30/16 completion date (for 5 bridges)

US 25 bridges over Saluda River and S-119 River Road 1.5 miles north of SC 11, project ID# 30389: preliminary engineering initiated spring FY 17, with R/W in FY 19 and construction in FY 20

S-39-100 Cleo Chapman Hwy bridge over Mill Creek and S-39-105 Simms Mill Road bridge over Eighteen Mile Creek, project ID# 30588: replace two bridges; anticipate opening bids February 2017 with a 9/30/17 contract completion date

## **Safety**

SC 146 @ SC 417, project ID# 42082 & 42081: improve the intersection of Woodruff Road and Lee Vaughn Road in Greenville County, and the intersection of Woodruff Road and SC 417/Bragg Road in Spartanburg County; a roundabout is proposed at both intersections; bid opening August 2016, with Eagle Construction low bidder at \$3,224,250.74, and with an 11/30/17 completion date

SC 101 @ S-135, project ID# 42089: improve the intersection of Saluda Gap Road and N. McElhaney Road near the Lake Cunningham Fire Department in Greenville County; roundabout design stopped due to local opposition; alternative designs will be investigated

## **TAP**

Swamp Rabbit Trail Extension, from Trade Street to Loma Street in the City of Simpsonville, project ID# 29824: 2,700' multi-use path to be constructed between S. Main Street and the railroad tracks; PE initiated April 2016; currently coordinating with Carolina Piedmont Railroad and the City of Simpsonville to determine if it will be possible to construct the path within railroad property

Woodruff Road Sidewalk, along the north side of Woodruff Road from Roper Mountain Road to Old Country Road, near I-85, project ID# 29891: administered by the City of Greenville; environmental document approved May 2016, with R/W acquisitions and utility coordination underway; anticipate construction beginning summer 2017

Riverside Middle School Sidewalk project in Pendleton, project ID# 30103: improve sidewalks and improve drainage on W. Queen Street, Riverside Street and other streets in Pendleton in Anderson County; SDCOT is managing the project, with matching funds provided by Anderson School Dist. 4; PE initiated June 2016 with R/W anticipated for FY 18 and construction for FY 19

## **Federal Earmark**

Fairforest Way Phase 2 improvements between Ridge Road and Laurens Road, project ID# 36167: 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 anticipated to begin the second half of 2017

## **Guideshare Projects**

### **GPATS TIP**

S-164 Batesville Road in Greenville County, project ID# 37686: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road, and relocating 2,200-ft. of Batesville Road at Ebenezer UMC to avoid impacts to cemetery; R/W acquisitions underway, with construction scheduled to begin early 2018

SC 183/Jim Hunt Road Intersection in Pickens County, project ID# 37728B: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road; bid opening April 2016 with S&S Construction the low bidder at \$1,035,393.87, with substantial construction completion November 2016

SC 183/Jameson Road Intersection in Pickens County, project ID# 37728C: construct roundabout at the intersection of SC 183 (Farrs Bridge Road) and Jameson Road; public information held January 24, 2017, with substantial opposition to roundabout; SCDOT intends to complete R/W phase for roundabout design; the results of the STIB application for funds to widen SC 183 to 4 lanes are expected late 2017 and will help determine if a roundabout will be constructed

Roper Mountain Road in Greenville County project ID# 39283: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; initially bid November 2014 and re-bid March 2015, with Sloan Construction the only bidder at \$5,564,915.82; constructed completed mid-November 2016

US 178/SC 93 Intersection in Liberty, project ID# 39303: provide turning lanes at the intersection of US 178 and SC 93; opened bids 2/9/16, with Thrift Development low bidder at \$1,367,895.02; sewer upgrades by City of Liberty contractor scheduled for mid-April to mid-June; construction scheduled to begin June 2016, with substantial completion 11/21/16

SC 153 Extension in Easley, project ID# 39309: extend SC 153 from US 123 to Saluda Dam Road, a distance of 3 miles, including new bridges over Norfolk-Southern railroad and Hamilton Creek; R/W acquisition process expected to be complete April 2017; anticipate securing Corps of Engineer's permit June 2017, with construction bid opening late 2017, and construction beginning early 2018

Salters Road in Greenville, project ID# 38112: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; opened bids November 2015 with Flatiron-Zachry joint venture low bidder at \$12,858,515.28; expect to close the road and bridge beginning May 2016, with re-opening August 2017

SC 290 @ SC 253 in northern Greenville County, project ID# 38113: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; construction bids opened June 2015, with Eagle Construction the low bidder at \$1,263,973, with completion July 2016

US 178 Ann Street in the City of Pickens, project ID# 39542: this is a jointly funded project with the Pickens CTC; the intent is to reconstruct Ann Street 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. \$1.7 million towards construction; SCDOT will manage the R/W, utility relocation and construction phases; bids opened December 2016 with Thrift Development low bidder at \$3,618,664 and with a 6/30/18 completion

SC 146 Woodruff Road widening in Greenville County, project ID# 39660: widen Woodruff Road from Scuffletown Road to Bennetts Bridge Road (SC 296) and improve Scuffletown Road between Woodruff Road and Adams Mill Road; R/W acquisition process underway, with construction bid opening late 2017 and construction beginning early 2018

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County, project ID# 41443: 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 underway with construction bid opening fall 2017 and construction beginning early 2018

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County, project ID# 41472: widen to 3 lanes with curb/gutter/sidewalk; R/W acquisition process underway with construction beginning spring 2018

Roper Mountain Road (S-183/S-548) improvements between Roper Mountain Road Ext. and I-85, project ID# 41471: widen to 5 lanes with curb/gutter/sidewalk from near RMR Extension to Blacks Drive, and to 3 lanes for the remainder; R/W acquisition process underway with construction beginning spring 2018

Woodruff Road Parallel, project ID# 28743: purpose is to reduce congestion on Woodruff Road; improvements may include a new location, 4-lane divided roadway with multi-use path, or the widening of Woodruff Road or some combination of both; tentative limits are Miller Road to Verdae Blvd. but NEPA process will define actual project limits; Infrastructure Consulting & Engineering (ICE) will assist SCDOT with project development; anticipate R/W acquisitions in 2019/2020 and construction beginning in 2021, subject to inclusion of adequate construction funding in the GPATS TIP

SC 153 Corridor Improvements in Powdersville, project ID# 28744: anticipate improving the intersections at SC 153/River Road and SC 153/Old Pendleton Road; preliminary engineering is underway with R/W acquisitions scheduled for FY 18 and construction for FY 19/20

SCDOT contacts:

Tommy Elrod	864-239-6098 office	864-982-0080 cell	<a href="mailto:elrodit@scdot.org">elrodit@scdot.org</a>
Jonathan Chasteen	864-239-6001 office	864-918-9760 cell	<a href="mailto:chasteenj@scdot.org">chasteenj@scdot.org</a>



Greenville County Planning Department

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Attachment 3

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** GPATS Transportation Alternatives Program Recommendations

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In February, GPATS Staff issued the Call for Projects for the FY 2017 Cycle for the Transportation Alternatives Program. Six projects were put forth for funding. They are listed here, ranked.

1. (16pts) -- Anderson County: Ragsdale Road Additional Funding
2. (15pts) -- City of Fountain Inn: Woodside Park Connector
3. (14pts) -- City of Pickens: Pickens Downtown Doodle Connector  
-- Town of Pendleton: Pendleton Greenway
4. (13pts) -- City of Travelers Rest: Poinsett Streetscape Project  
-- City of Mauldin: Miller Road Sidewalk

These six applications total requests of \$1,742,961.60, slightly under three times the allocated amount of \$643,694. The rankings, required by FHWA, were close enough that no outliers can be identified. In April the Policy Committee issued informal guidance to the GPATS Study Team to consider recommending projects based on ranked priority as the primary measure.

The Study Team discussed funding alternatives, based on ranking and on the ability to do their requested project with the funding that would be provided, and have recommended the following projects for funding:

1. Anderson County: Ragsdale Road Additional Funding - \$320,000 (Full Request)
2. City of Fountain Inn: Woodside Park Connector - \$119,400 (Full Request)
3. City of Pickens: Pickens Downtown Doodle Connector - \$204,294 (94.6% of Request)

**The Policy Committee is requested to Approve a list of projects for funding, and to include the projects in the DRAFT FY2018-2023 Transportation Improvement Program.**



Greenville County Planning Department

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Attachment 4

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** GPATS Transportation Improvement Program, FY 2018-2023

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Attached please find **Attachment 4.2**, the DRAFT Financial Statement for the GPATS Fiscal Years 2018 through 2023 Transportation Alternative Program. This is the biennial update of the TIP, as required by FHWA and FTA.

As per usual, Staff is providing the Financial Statement for Policy Committee Review and Adoption. The full TIP Document is still being finalized, but as it exceeds 80 pages in length is unwieldy for review. All pertinent financial information is summed up in this Financial Statement. The Final TIP Document will be submitted to SCDOT and FHWA prior to the end of FY2017 (June 30<sup>th</sup>)

Major changes made to the TIP include:

- The combining of FY 2015 and 2016 into the Previous Obligations column.
- The addition of FY 2022 and 2023 to the back end of the TIP
  - Funding Allocation of \$18.066 million per year was assumed for both years
- After coordination with SCDOT, allocation of funding for projects and balancing of the Guideshare spending. **Details of these changes are on the next page.**
- We are still operating within the 7/12ths FTA Apportionments for FY2017 for the Greenville and Mauldin-Simpsonville UZAs until such time as we are provided with the formal full apportionments
- Transportation Alternatives Projects will be added with Policy Committee approval of the projects.

The TIP will be advertised through the end of the Fiscal Year. The TIP must be adopted before the end of the Fiscal Year, on June 30, 2017

**The Policy Committee will be asked to approve the GPATS 2016-2021 Transportation Improvement Program (with previously approved TAP projects) in Lieu of Public Comment, which shall allow GPATS spending for projects to continue uninterrupted for another two years.**

**Changes to the GPATS TIP Guideshare projects, after consultation with SCDOT, include:**

Batesville – Shift Const. from FY17-18 to FY18-19, increase amount from \$10 mil to \$13 mil

SC-153 Ext. – Increase Const. in FY17 from \$8.5 mil to \$11.4 mil

Woodruff Road – Increase Const. from \$8.1 mil to \$9.5 mil and split between FY17 and 18

Roper Mtn Ext – Increase FY18 Const. from \$2 mil to \$4.3 mil

Roper Mtn – Increase FY18 Const. from \$2.5 mil to \$3.25 mil

Butler Phase II – Add \$250k PE to FY18, Move all Const. to FY22 and 23

Batesville Phase II – Add \$950k PE to FY18, Move all Const. to FY22 and 23

Woodruff Parallel – Shift ROW from FY18-19 to FY19-20, Construction to FY21 and 22

SC-14 – Increase from \$2 mil to \$2.75 mil

Addition of Safety Project – SC-153 at SC-81

[These Changes to the TIP are highlighted in BLUE](#)



42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,550 P 1,200 R		4,300 C	3,500 C						\$7,800	STP
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	1,150 P 1,500 R		3,250 C 1,000 C	3,500 C						\$7,750	STP Safety
TBD	8	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)		250 P	250 P		1,000 R		4,500 C	4,500 C		\$10,250	STP
TBD	11	BATESVILLE ROAD (S-164) PHASE II PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)		250 P	950 P		1,900 R		2,500 C	8,500 C		\$13,850	STP
		WOODRUFF ROAD PARALLEL WOODRUFF ROAD TO MILLER RD (FOUR LANE DIVIDED, PLANTED MEDIAN, AND MULTI-USE PATH)	2,900 P			5,500 R	6,000 R	8,500 C	11,500 C			\$31,500	STP
		SC-153 IMPROVEMENTS I-85 TO OLD PENDLETON RD (INTERSECTION IMPROVEMENTS, TURNING LANES)	500 P		1,000 R	1,800 C	2,000 C					\$4,800	STP
<b>Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates</b>													
37687RD01		SC 101 AND FEWS CHAPEL	2,137									Complete	STP
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	1,781 P										STP
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	1,781 P										STP
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	375 P,R 1,600 C									Complete	STP
39303RD01		US 178 AND SC 93	300 P 470 R 2,150 C									Complete	STP
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	478 P 484 R 3,051 C									Complete	STP
39301RD01		BRUSHY CREEK AND STRANGE	549 P,R 2,067 C										STP
39542RD01		ANN ST (US 178) AND JONES ST	450 P,R 2,200 C									Fully Obligated	STP Pickens County CTC
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	750 P,R	2,750 C								Fully Obligated	STP
<b>Traffic Signal Retiming Corridors</b>													
		US 123, Easley	122										STP
		Pelham Road, Greenville	122										STP
		US 276 (Cherrydale), Greenville/Greenville County	80										STP
		Woodruff Road (Scuffletown), Greenville County	55										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	150	150	150	\$600	
		Signal Retiming Balance	(229)	(184)	(194)	(44)	106	256	406	556	256	UNDER BUDGET	
<b>GUIDESHARE SUBTOTALS</b>				\$ 19,100	\$ 35,850	\$ 20,800	\$ 8,900	\$ 8,500	\$ 18,500	\$ 13,000	\$ 105,550		

**GPATS FINANCIAL STATEMENT (CONT)**

Non-Guideshare Projects												
PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2017	TIP						TIP COST (2018-2023)	REMAINING COST (2024+)	FUNDING
				FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			
	GREENVILLE COUNTY POINSETT CORRIDOR PEDESTRIAN AND LIGHTING		500 1,245 2,255									ARC See TAP Section Greenville Co
	HAMPTON AVE BRIDGE OVER NORFOLK SOUTHERN RAILROAD (PEDESTRIAN BRIDGE)	250 P 100 R 1,150 C										APPALACHIAN REG GLDTC GREENVILLE CO
	S-1136 (PERIMETER ROAD) RESURFACING/REHABILITATION	1,241 C										APPALACHIAN REG.
	CU-ICAR AND FAIRFOREST WAY	1,623	1,600 C									EARMARK
	I-385 @ FAIRVIEW ROAD INTERCHANGE				373 P							EARMARK
	WEST GEORGIA WIDENING FROM NEELY FERRY TO FORK SHOALS	1,400										EARMARK
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998								Fully Obligated		EARMARK FED LIMIT 3,072 FED LIMIT 1,000
2015	SC-153 I-85 TO PICKENS COUNTY		3,860									RECON & REHAB
2015	SC-153 SOUTH OF I-85 TO I-85		↓									RECON & REHAB
2015	SC-101 S-109 TO CJ@MERITAGE		6,813									RECON & REHAB
2015	SC-418 S-146 TO FAIRVIEW		↓									RECON & REHAB
2015	SC-418 S-55 TO BRASHIER		↓									RECON & REHAB
2015	S-23-173 CJ@OAK LANE TO US-25		↓									RECON & REHAB
2015	S-23-295 SC-101 TO CJ@SC-14		↓									RECON & REHAB
2015	SC-418 GREENVILLE COUNTY TO S-30-704		1,967									RECON & REHAB
2015	S-30-76 GREENVILLE COUNTY TO US-76		273									RECON & REHAB
2015	S-39-221 SC-135 TO S-39-36		2,536									RECON & REHAB
2015	S-39-18 SC-88 TO S-39-18		251									RECON & REHAB
2015	S-39-283 S-39283 TO S-39-56		↓									RECON & REHAB
2016	US-76 - PICKENS CO TO MAYS	Anderson	5,881 *									RECON & REHAB
2016	US-178 - I-85 NB/SB RAMPS	Anderson	↓									RECON & REHAB
2016	US-178 - NEAR S-29 TO NEAR I-85 NB	Anderson	↓									RECON & REHAB
2016	S-4-77 - US-29 TO BELTON DR	Anderson	1,647 *									RECON & REHAB
2016	S-4-1098 - SC-187 TO TWIN LAKES RD	Anderson	↓									RECON & REHAB
2016	SC-28 - US-76 TO PICKENS CO	Anderson	↓									RECON & REHAB
2016	SC-86 - NEAR I-85 TO GREENVILLE CO	Anderson	↓									RECON & REHAB
2016	SC-88 - MECHANIC ST TO N ELM ST	Anderson	↓									RECON & REHAB
2016	S-23-22 - NEAR US-25 TO SANDY FLAT	Greenville	10,145 *									RECON & REHAB
2016	S-23-52 - S-570 TO SC-8	Greenville										RECON & REHAB
2016	S-23-104 - HIWASSE DR TO NEAR S-133	Greenville										RECON & REHAB
2016	S-23-170 - OLD BUNCOMBE TO US-25	Greenville										RECON & REHAB



Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2014	FY 2015	FY 2016	FY 2017							FUNDING	
					Partial FY 2017 (7/12)	SUMMARY 2017*	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023
	GREENVILLE URBANIZED AREA (CA)	3,438	3,052	2,887	1,801	11,178							FTA SECTION 5307 & 5340
	Greenville Transit Authority	2,301	2,070	1,935	1,279	7,585							
	Capital		143	442	294	879							
	Operating	1,062	1,000	100	58	2,220							
	Enhancements/Improvements	20	21			41							
	ADA	230	207	193	134	764							
	Planning Administration												
	Preventative Maintenance	989	700	1,200	793	3,682							
	Clemson Area Transit	1,137	981	952	522	3,593							
	Capital												
	Operating	734	616	660	360	2,369							
	Enhancements/Improvements	10	10			20							
	ADA				3	3							
	Planning Administration/Security		10	10	5	25							
	Preventative Maintenance	394	346	283	153	1,177							
	GREENVILLE URBANIZED AREA (PL)	91	100	100		291							FTA SECTION 5303
	MAULDIN-SIMPSONVILLE URBANIZED AREA (CA)	1,497	1,494	1,709	875	5,576							FTA SECTION 5307
	MAULDIN-SIMPSONVILLE URBANIZED AREA (PL)												FTA SECTION 5303
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)		357	360	208	925							FTA SECTION 5310
	-- CAT ADA Senior Solut.		10			10							
	-- Turning Point of SC		125			125							
	GREENVILLE - BUS AND BUS FACILITIES PROGRAM (CA)	291	303	528	162	1,284							FTA SECTION 5339
	-- GTA Capital Purchase	155	162	354	115	786							
	-- CAT Capital Purchase	136	141	174		451							
	-- CAT No/Low Grant			3,905		3,905							5339(c)
	STATE MASS TRANSIT FUNDING			441	342	783							SMTF
	-- GTA SMTF			296	243	538							
	-- CAT SMTF			145	99	244							
	SCDOT Vehicle Replacement Initiative												FTA SECTION 5307
	-- GTA Capital Purchase			2,134		2,134							
	-- CAT Capital Purchase			377		377							SMTF
				2,338		2,338							5037
				413		413							SMTF
	<b>FTA SUBTOTAL</b>	5,608	5,744	16,160	\$3,844	\$31,065							

\*FY 2017 funds are a summation of FY2013-2017. This is to comply with the FY2017-2022 STIP. Please refer to the previous years to reference the allocation amount.

**Transportation Alternatives Program Projects**

PIN #	TA Program		Previous Obligations	FY 2017	TIP						TIP COST (2018-2023)	REMAINING COST (2024+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023			
	1	Anderson County SC 81 Sidewalks	240										TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800										TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280										TAP 20% Local Match
	4	Anderson School District One Ragsdale Road Sidewalks	200										TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534										TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	323										TAP 20% Local Match
	3	City of Greenville Woodruff Road Sidewalks	361										TAP 20% Local Match
	4	Anderson School District Four Riverside Middle School Sidewalks	250										TAP 20% Local Match
	1	Greenville County Poinsett Corridor Pedestrian and Landscaping	1,245										TAP 20% Local Match
	2	Town of Williamston Minor Street Sidewalk Project - Phase I	200										TAP 20% Local Match
	1	City of Greenville Haywood Road Sidewalks	400										TAP 20% Local Match
		<b>TAP OBLIGATION</b>	<b>(4,833)</b>	<b>0</b>									
		<b>ANNUAL TAP ALLOCATION</b>		<b>631</b>	<b>622</b>	<b>3,731</b>							
		<b>FUNDING ADVANCEMENT</b>	<b>1,244</b>	<b>631</b>	<b>622</b>								
		<b>ADVANCEMENT REPAYMENT</b>		<b>622 (13)</b>	<b>622 (13)</b>	<b>622 (13)</b>	<b>622 (13)</b>	<b>622 (14)</b>	<b>622 (15)</b>	<b>622 (16)</b>			
		<b>BALANCE</b>	<b>(3,589)</b>	<b>(2,949)</b>	<b>(2,327)</b>	<b>(1,705)</b>	<b>(1,084)</b>	<b>(462)</b>	<b>(462)</b>	<b>(462)</b>			
		<b>TAP TOTAL</b>		<b>0</b>									
<b>FY 2014-2019 TIP GRAND TOTAL</b>													

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



Greenville County Planning Department

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Attachment 5

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** UPWP Special Projects Recommendations

---

Staff received six applications for the Unified Planning Work Program Special Studies.

Please find **Attachment 5.2**, the ranking sheet and funding scenarios Staff has developed, and **Attachment 5.3**, which is the criteria used for the ranking.

The individual applications can be made available, but were too large to include with the agenda packet. Please let Staff know if you wish to see them.

As with the TAP projects, the applications requested more funding (\$379,600) than is available (\$149,312). Please note, all of the applications were fantastic, and all scored within ONE point of each other. As such, Study Team debated heavily on which projects to recommend and at what level.

As seen on the Funding Scenarios tab of Attachment 5.2, the Study Team Recommended (by Consensus with Objections) the following funding of projects:

- City of Greenville, Downtown Transportation Master Plan - \$48,302 (48.3%)
- Laurens County, Hwy-14/I-385 Corridor Study - \$26,102 (46.9%)
- City of Clemson, Downtown Corridor Study - \$28,302 (47.2)
- Greenville Transit Authority – Transit Development Plan - \$24,302 (46.7%)
- City of Mauldin – Sidewalk Master Plan - \$22,302 (46.5%)

The Study Team chose not to recommend funding for Greenville County's Application.

**The Policy Committee is requested to Approve a list of projects for funding, and to include the projects in the FY2018 year of the DRAFT FY2018-2019 Unified Planning Work Program**

Required Planning Factor (1-5 for each)	Municipality / Project					
	City of Clemson - Downtown Corridor Study	City of Greenville - Downtown Transportation Master Plan	Greenville County - Feasibility of Traffic Congestion Mitigation using ATN	Greenville Transit Authority - Transit Development Plan	Laurens County - Hwy14/I-385 Corridor Study	City of Mauldin - Sidewalk Master Plan
Support the economic vitality of the Urbanized Area	4	4	5	4	4	4
Increase safety of the transportation system for motorized and non-motorized users	5	4	4	3	4	4
Increase security of the transportation system	3	3	3	3	3	3
Increase accessibility and mobility options for people and freight	5	4	4	5	4	5
Protect and enhance the environment, promote energy conservation, and improve quality of life	4	3	4	4	3	4
Enhance integration and connectivity of the transportation system, across modes, for people and freight	4	5	4	4	5	5
Promote efficient system management and operation	3	5	4	5	5	3
Emphasize preservation of the existing transportation system	3	4	3	3	4	3
<b>TOTAL (out of 40 possible points)</b>	<b>31</b>	<b>32</b>	<b>31</b>	<b>31</b>	<b>32</b>	<b>31</b>

Municipality / Project	Score	Rank	Funding Requested	Study Team Recommendation	Option 1: Fund all Projects @ 50%	Option 2: Fund all Projects equally	Option 3: Fund Top Rank Only (slightly below 100%)
City of Greenville - Downtown Transportation Master Plan	32	1	\$100,000	\$48,302	\$43,252	\$24,885.33	\$96,856
Laurens County - Hwy14/I-385 Corridor Study	32	1	\$55,600	\$26,102	\$21,052	\$24,885.33	\$52,456.00
City of Clemson - Downtown Corridor Study	31	2	\$60,000	\$28,302	\$23,252	\$24,885.33	\$0
Greenville County - Feasibility of Traffic Congestion Mitigation using ATN	31	2	\$64,000	\$0	\$25,252	\$24,885.33	\$0
Greenville Transit Authority - Transit Development Plan	31	2	\$52,000	\$24,302	\$19,252	\$24,885.33	\$0.00
City of Mauldin - Sidewalk Master Plan	31	2	\$48,000	\$22,302	\$17,252	\$24,885.33	\$0.00
Total			\$379,600	\$149,312	\$149,312	\$149,312	\$149,312
\$149,312 - amount			(\$230,288)	\$0	\$0	\$0	\$0
			Reduction to Balance	\$8,488	\$40,488		
			Divided into Projects	\$1,697.60	\$6,748		

Option 4: ?????

\$0

\$149,312

# GPATS UPWP Special Studies Ranking Criteria

## Support the Economic Vitality of the UZA

- 5 – UZA-wide impacts
- 4 – Major CBD or regional commercial/industrial park impacts
- 3 – Minor commercial/industrial area impacts
- 2 – Residential or ancillary impacts
- 1 – No impact, or negative impact

## Increase Safety for Motorized and Non-Motorized

- 5 – Specifically calls for safety for all users
- 4 – Primarily for one type of user, others ancillary
- 3 – Safety not considered, ancillary impacts
- 2 – No safety impact
- 1 – Negative safety impact

## Increase Security of Transportation System (Law Enforcement, CPTED, etc.)

- 5 – Focus on security
- 4 – Enhances security
- 3 – Supports improvements to security
- 2 – No support for security
- 1 – Negative security impact

## Increase Accessibility and Mobility Options for People and Freight

- 5 – Multimodal project focus
- 4 – Primarily services one mode, others accommodated
- 3 – Focus on single mode, others ancillary
- 2 – No multimodal benefit
- 1 – Negative impact to other modes

## Protect and Enhance Environment, Energy Conservation, QoL

- 5 – Directly studies systems for Enviro/QoL
- 4 – Innovations/changes to existing systems to improve Enviro/QoL
- 3 – Addresses systems that impact Enviro/QoL
- 2 – No impact to Enviro/QoL
- 1 – Negative impact to Enviro/QoL

## Enhance Integration and Connectivity

- 5 – Directly studies systems for I/C
- 4 – Promotes systems that could lead to better I/C
- 3 – I/C not considered or unknown, ancillary impacts
- 2 – No impact to I/C
- 1 – Negative impact to I/C

Promote Efficient System Management and Operation

- 5 – Directly studies systems for M/O
- 4 – Promotes systems that could lead to better M/O
- 3 – M/O not considered or unknown, ancillary impacts
- 2 – No impact to M/O
- 1 – Negative impact to M/O

Emphasize Preservation of Existing Transportation System

- 5 – Directly studies Preservation
- 4 – Promotes systems that could lead to better Preservation
- 3 – Preservation not considered or unknown, ancillary impacts
- 2 – No impact on Existing Systems
- 1 – Negative impact to Existing Systems.



Greenville County Planning Department

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Attachment 6

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** GPATS 2018-2019 Unified Planning Work Program

---

Attached please find **Attachment 6.2** the Financial Statements for the Unified Planning Work Program.

At the request of FHWA, FTA, and SCDOT, all MPOs in South Carolina moved to biennial UPWP documents. GPATS is preparing the document for their review, and per usual is providing the Financial Summaries for review and adoption by the Study Team and Policy Committee.

The funding amounts for FHWA PL and FTA 5303 have increased slightly as the GPATS population increased. The FY2016-2017 allocation was \$619,912, increased for FY2018-2019 to \$647,004. The Local Match must equal 20%. The amounts allocated to each element were increased to suit the available funding, consistent with prior years. As established, the Local match will be paid 75% by Greenville County, and 25% by Pickens County.

FY 2019 is currently “illustrative,” in that we are projecting expected costs and carryovers from FY 2018. In June of 2018, GPATS will be ratifying the FY 2019 UPWP or adopting changes as required.

The Special Projects that are approved by the Policy Committee will be added to the FY2018, Element 403.

The UPWP will be advertised through the end of the Fiscal Year. The UPWP must be adopted before the end of the Fiscal Year, on June 30, 2015

**The Policy Committee will be asked to approve the GPATS 2018-2019 Unified Planning Work Program (with previously approved Special Studies) in Lieu of Public Comment, which shall provide funding, staffing, and programs for GPATS in the coming two Fiscal Years.**

# APPENDIX A

## GPATS FY 2018 UPWP FUNDING SUMMARY

Planning Activities	Local	FHWA PL and FTA 5303	Total
Element 101 Study Coordination	10,000	40,000	50,000
Element 102 Unified Planning Work Program	11,250	45,000	56,250
Element 103 Staff Education	15,000	60,000	75,000
Element 104 Computer System and Equipment	13,001	52,004	65,005
Element 201 Public Involvement Program	15,000	60,000	75,000
Element 301 Systems Performance and Safety Planning	10,000	40,000	50,000
Element 302 Short Range Planning	7,500	30,000	37,500
Element 303 Multi-modal Coordination	40,000 (1)	160,000	200,000
Element 401 Transportation Improvement Program	20,000	80,000	100,000
Element 402 Long Range Planning	20,000	80,000	100,000
<b>TOTALS</b>	<b>161,751</b>	<b>647,004</b>	<b>808,755</b>

Element 403 Special Studies	Local	FHWA PL	Total	PL Balance
Greenville County I-85 Parallel	3,750	15,000 (2)	18,750	15,000
Highway 101 Corridor Feasibility Study	3,125	12,500 (2)	15,625	12,500
Greenway Design in Utility Easement Study	625	2,500 (2)	3,125	2384.94
Special Studies to be approved for FY2018		149312		
Total for PL Carryover-funded projects	TBD	TBD	TBD	TBD

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

**Footnotes:** (1) – Matched by GTA/City/County (\$12,500) and CAT/City/County (\$12,500); (2) Allocation was included in FY 2014 UPWP; remaining amount will be invoiced in FY 2016

# APPENDIX A

## GPATS FY 2019 UPWP FUNDING SUMMARY

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Element 104 Computer System and Equipment	13,001	52,004	65,005
Element 201 Public Involvement Program	15,000	60,000	75,000
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Element 302 Short Range Planning	7,500	30,000	37,500
Element 303 Multi-modal Coordination	40,000 (1)	160,000	200,000
Element 401 Transportation Improvement Program	20,000	80,000	100,000
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Greenway Design in Utility Easement Study	625	2,500 (2)	3,125	2384.94
Special Studies to be approved for FY2019		TBD		
Total for PL Carryover-funded projects	TBD	TBD	TBD	TBD

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

**Footnotes:** (1) – Matched by GTA/City/County (\$12,500) and CAT/City/County (\$12,500); (2) Allocation was included in FY 2014 UPWP; remaining amount will be invoiced in FY 2016



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Attachment 7

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** GTA/Greenlink Section 5339(c) “Low-No” Grant Letter of Support

---

The Federal Transit Administration, as part of the Federal FAST Act authorizing transportation funding for the next five years, has established Section 5339(c), a competitive program of funding for Bus and Bus Facility Replacement that focuses on Low-Emission and Zero-Emission buses, nicknamed “Low-No.”

The Greenville Transit Authority/Greenlink Transit have partnered with SCDHEC and are submitting an application to purchase two Proterra buses and three charging stations for service within the Greenville area.

Please find **Attachment 7.2**, a summary of the GTA/Greenlink proposal.

Addy Matney, GTA Board Chair, and Gary Shepherd, Greenlink Director, will speak on behalf of the letter of support.

Please find **Attachment 7.3**, a DRAFT Letter of Support for the GTA/Greenlink Application

**The Policy Committee will be asked to Endorse the Low-No Grant Application and sign the Letter of Support. This does not commit GPATS to any additional policies or funding.**



## **Federal Transit Administration – Low or No Emission Vehicle Program – 5339(c)**

### **Low-No Program Summary**

The Federal Transit Administration (FTA) recently announced a \$55 million funding opportunity to purchase Low & No emission transit vehicles and charging equipment. Under this program, federal funds can cover up to 85% of the cost for vehicles and 90% of the total cost for charging equipment and infrastructure. The 2017 notice of funding opportunity is the second year this grant has been offered. Last year, only 20 projects, totaling \$55 million, were awarded from a pool of 101 projects requesting \$446 million in funding.

As this program permits the applicant to partner with a manufacturer to forgo the traditional competitive bid process when making a purchase of this magnitude, the Greenville Transit Authority (d.b.a. Greenlink) is partnering with Proterra, the electric bus manufacturer located here in Greenville, SC to pursue this funding opportunity.

Greenlink has been closely working with Proterra to identify routes that will best accommodate electric buses. Recently, Proterra released a new bus model, the E2 Catalyst, which has a range of 251 miles – much longer than the Fast Charge model which travels 49-62 miles on one charge. This technological advancement opens the door for a more streamlined use of a Proterra bus during Greenlink's regular service day, as it eliminates the need for a charge in between each trip.

### **What is Greenlink planning on applying for?**

The South Carolina Department of Health and Environmental Control (SCDHEC) recently appropriated \$300,000 of state funds to the Greenville Transit Authority for the sole purpose of purchasing a low or no emissions vehicle.

With *only* these funds as the local match, Greenlink is able to apply for:

- Two Proterra 35' E2 Catalyst Buses (\$700,000 each)
- One overhead charger (\$349,000/charger, and ~\$150,000/install)
- Two shop chargers (\$40,000/charger, at ~\$10,000/install)

However, FTA recommends that applications should be scalable, meaning the project could be reduced in size and still function without the full federal funding request, if competition prohibits the ability to fund an entire project. Unfortunately, with only the SCDHEC appropriation as local match Greenlink is only able to budget for two buses and the required charging equipment at this time which severely limits the grant project's scalability.

### **How can your organization help?**

- Help increase the local financial commitment by promising a cash match if the grant is awarded. This will drastically improve the application's competitiveness by demonstrating strong community support and enhancing the application's scalability. Additionally, a larger local match means Greenlink can ask for more federal funds.
- Provide a letter of commitment or, if a commitment of a cash match is not feasible at this time, a letter of support.



While Greenlink is a vital key for Greenville County's mobility – getting residents to employment, medical care, education, and more – the **aging fleet is in desperate need of replacement**. Of Greenlink's seventeen 35-foot buses, five are past their useful life and should be replaced immediately, while nine are at least 50% past their useful life and should be replaced in six years or less.

Acquiring electric buses at this time also will support Greenlink's Comprehensive Operational Analysis (COA) efforts. The COA will conclude in August 2017 and will outline revenue-neutral improvements to Greenlink's fixed route system. The goal is to make the system more efficient and increase ridership by implementing the route and service delivery recommendations put forth in the COA in January 2018. These efficiency improvements will help change the perception of public transit in Greenville County, and **the addition of electric buses will considerably further the efforts to change Greenlink's perception as well as help guarantee, given the aging fleet, Greenlink has reliable vehicles to enact the service improvements.**

Additionally, the Upstate of South Carolina is already home to electric buses in Seneca, SC and Clemson, SC. Clemson Area Transit was awarded a Low-No grant in last year's funding cycle, which totaled nearly \$4 million and will be used to purchase 7 new electric buses. If Greenlink is awarded this grant, this opportunity will **further the sustainability of the region as whole**, and build upon the green initiatives already present in our neighboring community.



Greenville-Pickens Area Transportation Study

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Matthew Welbes, Executive Director  
Federal Transit Administration  
Office of the Administrator  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Greenville Transit Authority Low or No Emission Vehicle Program 5339(c) Application

Dear Mr. Welbes:

On behalf of the Greenville-Pickens Area Transportation Study (GPATS), I am writing to express support of the Greenville Transit Authority's 5339(c) Grant Application to deploy electric buses and charging infrastructure in Greenville County, South Carolina. We believe the Low or No Emission Vehicle Program (Low-No) funding is vital for Greenville Transit Authority's fleet, as 30% of their buses are past their useful life and more than 50% of the fleet will need replacement in the next six years. Low-No offers the perfect opportunity to partner with Proterra, an electric bus manufacturer located right here in Greenville, to replace these aging diesel buses with no emission buses.

Additionally, this opportunity will help transform the perception of our public transportation system as it will timely coordinate with efficiency improvements outlined in the Comprehensive Operational Analysis, which is scheduled to wrap up in August 2017.

The Greenville Transit Authority (d.b.a. Greenlink) has worked tirelessly to meet the transportation needs of our citizens, by connecting riders that are in need of or would prefer to use public transportation to commute to the many employment, educational, and health-care facilities in and around the county. However, Greenlink's capital needs are vast and the fleet is in urgent need of replacement. Not only will electric buses replace vehicles well past their useful life, but the region would benefit by increasing the sustainability of the fleet – by increasing reliability and decreasing operating costs.

With Proterra located in Greenville County, SC – the technical expertise to implement this project quickly and efficiently is in our backyard. This grant offers a great opportunity to partner with a local manufacturer and build community engagement around Greenlink's system.

Additionally, the adoption of no emission vehicles in Greenville County will only continue

to foster the innovation that drives the Greenville community. Our neighboring transit authority – CATbus, operating in Pickens County – has secured electric buses in Seneca, SC and Clemson, SC. By expanding electric buses into Greenville County, this is an unprecedented opportunity to broaden the entire urbanized area’s sustainability efforts.

The Low-No opportunity allows the Greenville Transit Authority the opportunity to further its positive impact on the community by addressing sustainability issues and deploying environmentally friendly modes of transportation for the public, fostering a healthier community and improving quality of life for all.

We have worked closely with the Greenville Transit Authority for decades and GPATS is fully committed to the future of this region. For instance, GPATS serves as the Designated Recipient of FTA funding, and works with all transit agencies in the region to supply Section 53 funds to their services. As a part of our DR oversight, we assist with their planning efforts and coordinate our own transit planning with theirs.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

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H. G. Butch Kirven, Chairman  
GPATS Policy Committee



Greenville County Planning Department

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Attachment 8

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** CATbus Re-Imagining Study Final Report

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Over the last year, CATbus has conducted a Re-Imagining Study with the assistance of Dan Boyle & Associates. The Study has recently wrapped up, and CATbus is making the Final Report Available.

The full 220-page document is available online:

<https://drive.google.com/file/d/0B6pQt9IQdGGtQUQ0Zk9sS2I3c0U/view?usp=sharing>

A website directly from the CATbus website will be available soon.

CATbus will be providing hard copies of the Executive Summary to the Policy Committee.

**This item is being presented for informational purposes only, and no action is requested at this time.**



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Attachment 9

## MEMORANDUM

**TO:** GPATS Policy Committee

**FROM:** GPATS Staff

**DATE:** June 19, 2017

**SUBJECT:** Horizon2040 Long-Range Transportation Plan Update

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At the April GPATS Policy Committee Meeting, Kimley-Horn and Associates presented their “Interim Update” of progress so far. Since then GPATS Staff has initiated and completed the next round of Public Involvement to take this information and Draft Project Recommendations to the citizenry to make sure we haven’t missed anything and that we’re headed in the right direction.

Please find **Attachment 9.2 (provided digitally only)**, which has the DRAFT Project Recommendations as brought forward from the 2035 LRTP and includes new projects as requested by citizens, stakeholders, and data analysis. Please note there are multiple tabs to the spreadsheet.

These lists are neither finalized nor ranked as of yet. Please note any needed additions, subtractions, or changes. Prioritization will occur in July ahead of the next Study Team and Policy Committee Meetings.

At the August Policy Committee Meeting, a “Final Draft” list of projects and priorities will be presented to the Policy Committee ahead of a “Wrap-Up” public unveiling meeting. Following this, Staff and Kimley-Horn and Associates will begin finalizing the LRTP ahead of Adoption in October.

**This item is being presented for Informational Purposes only, and no action is being requested from the Policy Committee at this time.**