

AGENDA
GPATS POLICY COORDINATING COMMITTEE
June 20, 2011
Conference Room A - County Square
10:00 a.m.

- | | | |
|----------------|--|--|
| | 1. CALL TO ORDER | <i>Chairman
Senator David Thomas</i> |
| action: | 2. APPROVAL OF MARCH 21, 2011 MINUTES | Attachment 1 |
| action: | 3. FINAL FY 2012 UNIFIED PLANNING WORK PROGRAM | Attachment 2
Daniel McGee |
| action: | 4. FINAL FY 2012-2017 TIP- ENDORSEMENT | Attachment 3
Keith Brockington |
| action: | 5. RAIL CORRIDOR FEASIBILITY STUDY AND ENDORSEMENT RESOLUTION | Attachment 4
Peter Strub |
| | 6. PROJECT UPDATE | Attachment 5
Tommy Elrod |
| | 7. NEW BUSINESS & PUBLIC COMMENT | |
| | 8. ADJOURN | |

MINUTES
GPATS POLICY COORDINATING COMMITTEE

March 21, 2011

Conference Room A – County Square

10:00 a.m.

MEMBERS PRESENT: Senator Thomas, Chairman; Senator Martin; Senator Shoopman; Representative Dwight Loftis; Mayor Danner; Mayor Long; Mayor Bagwell; Mayor McCall; Mayor Owens; County Council Chair Kirven; Councilor Meadows; Councilor Payne; Councilor Norris; Councilor Burns; Commissioner Edwards; W. Mowry; C. Burgess; D. Mitchell; and M. Long;

OTHERS PRESENT: J. Owings; D. McGee; K. Brockington; T. Wedmore; H. Hahn; T. Elrod; B. Jordan; E. Dillon; F. Simmons; G. Sprague; R. Kneese; J. Horton; G. Hunter; A. Doyle; V. Barnette; M. Phillips; D. Barnette; C. Link; and J. Gardner

The Chair called the meeting to order at 10:04 a.m.

APPROVAL OF THE SEPTEMBER 20, 2010 MINUTES

MOTION: By Senator Martin, seconded by Mr. Edwards to approve the minutes of the January 24, 2011 meeting as presented. The motion carried unanimously.

Chairman Thomas moved the following item forward, awaiting the arrival of a quorum.

PROJECT UPDATES

Tommy Elrod with the South Carolina Department of Transportation presented the Committee members an update of projects within the GPATS area as included in their agenda packets. Mr. Elrod requested the Committee approve extending the project termini on Batesville Road from Anderson Ridge Road intersection to extend to the Roper Mountain intersection, which would change the description in the Transportation Improvement Plan (TIP).

MOTION: By Councilor Payne, seconded by Mayor Danner to approve the request of changing the TIP to reflect the project termini Mr. Elrod explained. The motion carried unanimously.

BY-LAW AMENDMENT

Ballot Vote

Tiffany Wedmore presented the Committee members a proposed amendment to the GPATS By-Laws to conduct the election of Chairman and Vice Chairman by paper ballot vote and counted by the secretary and made on a biennial basis.

Chairman Thomas noted in order for the By-Laws to be amended there would need to be a three quarters vote in favor of the proposed.

County Council Chairman Kirven stated during the last Policy Committee Meeting there had been discussion about a secret ballot. He stated for clarification, as a public body the Committee would be prohibited from secret ballot in order to meet the requirements of the Freedom of Information Act. Mr. Kirven stated a paper ballot would have to be signed and maintained and subject to Freedom of Information.

After further discussion amongst the Committee members the following motion was made.

MOTION: By Mayor Bagwell, seconded by Senator Martin to withdraw the amendment to the By-Laws regarding paper ballots. The motion carried with one in opposition (Owens).

BY-LAW AMENDEMENT

Chairman Position

Tiffany Wedmore presented the Committee members a proposed amendment to the GPATS By-Laws to rotate the Chairmanship and Vice Chairmanship between Greenville and Pickens County beginning in 2013.

Mayor Danner stated as long as he had been on the Committee, the Chair had always been a member of the Legislative Delegation, and asked if it was just protocol.

Chairman Thomas stated there was nothing written regarding the Chairmanship being someone from the Delegation, and he assumed it was just protocol.

Mayor McCall stated the rotation could be as was done with the Highway Commissioners, between Greenville and Spartanburg.

Mayor Danner asked staff if after the Census results were known was there a possibility of change within the MPO's?

Ms. Wedmore stated there was a possibility the MPO's could change, but she did not think it would be changed until 2012.

MOTION: By Councilor Meadows, seconded by Representative Shoopman to table the amendment until information was received from the Census regarding MPO's.

Representative Shoopman stated he thought the results of the Census would be known shortly along with any changes to the MPO boundaries.

Senator Martin suggested carrying over the item to the next Committee Meeting, until information from the Census was received and reviewed.

After further discussion, the motion on the floor to table the amendment carried with three in opposition (Martin, Owens, and Norris).

DRAFT FY2012-2017 TRANSPORTATION IMPROVEMENT PLAN (TIP).

Keith Brockington presented the Committee members information on the draft FY2012-2017 TIP, as was included in the member's packets. He stated the changes from the previous TIP were highlighted and if there were any questions, members could contact staff or the Department of Transportation and they would be happy to provide members with answers. Mr. Brockington gave an explanation of the newer projects that were brought into the TIP from the Long Range Transportation Plan (LRTP). He stated staff would be bringing the plan to the Committee in June for a vote.

Mr. Brockington addressed questions regarding the process in which projects were placed on the plan. He stated the projects were in the Long Range Transportation Plan and ranked according to ACT 114, and brought into the TIP. Mr. Brockington stated ACT 114 had requirements that insured projects would be ranked objectively and not subjectively.

Mr. Brockington stated the TIP would be finalized within the next two months and placed out for public comment prior to the Committee's June meeting.

ENDORSEMENT OF TRANSIT RAIL STUDIES

Transit Vision and Master Plan

Daniel McGee requested endorsement of a resolution to support the Transit Vision and Master Plan for Greenlink. He stated the plan established a long-term transit vision for the area and included specific operational recommendations for near-term, short/mid-term and long-term implementation.

The Committee discussed the Transit Vision and Master Plan at length and had various questions regarding funding. The Committee inquired if there had been an established cost per rider, per mile for the GTA routes?

Mr. Mitchell with Greenville Transit Authority stated the figures were available; however, he did not have the answer at hand. He stated he would present the Committee with the cost per rider, per mile at the next Committee meeting.

Committee members expressed concern over the cost of expansion and how the cost would be covered. In addition, the committee members were unsure of what financial commitment the endorsement would place the committee in.

Mr. McGee explained, any additional financial requests would need to be brought before the Policy Committee and would require the committee's approval prior to moving forward.

Mayor Danner stated he felt the resolution was only asking for an endorsement and the Mayor called the question.

Chairman Thomas stated the question was called and with there not being a motion on the floor, he asked how many members would like to vote on the resolution at this time rather than referring the item until the next committee meeting.

The Committee members agreed to vote on the resolution with five in opposition (Meadows, Owens, Loftis, Edwards and Thomas) and one abstention (Shoopman).

The endorsement of the resolution passed with five in opposition (Meadows, Owens, Loftis, Edwards and Thomas) and one abstention (Shoopman).

Mayor Bagwell recognized Daniel McGee who attended the Easley Council meeting.

GCEDC Multimodal Transit Corridor Alternatives Feasibility Study

Daniel McGee presented the Committee members a summary of the Multimodal Transit Corridor Alternatives Feasibility Study, requesting the committee's endorsement of the study.

After some discussion, the Chairman held the item over to the next regular meeting.

DRAFT FY 2010 UPWP

Daniel McGee presented the Committee members with the draft work program included in the committee's agenda packet. He updated the committee on the Special Transportation studies in the Work Program. Mr. McGee stated the work program as well as the TIP would be brought to Committee in June for adoption.

I-85 CORRIDOR PLAN

Michael Dennis with the South Carolina Department of Transportation addressed the Committee members about a study the SCDOT's Planning Department has been working on for the I-85 Corridor, from US25 to the 85 business split. He introduced Mr. Rocque Kneece, with CECS Inc., consultants who worked on the study. Mr. Kneece stated the study was done to address current traffic congestion and those forecast for the future. He gave a PowerPoint presentation showing various strategies and ideas for improvement. Mr. Kneece stated a final report would be given to the SCDOT at the end of the month (March). There would also be a Public Information Meeting on April 28, 2011 at Michelin and a final report would be prepared in May 2011.

Chairman Thomas left the meeting at 11:30 a.m.

County Council Chairman Kirven chaired the remainder of the meeting.

PUBLIC COMMENT

There were no appearances for public comment.

There being no further business to come before the Committee, Council Chairman Kirven adjourned the meeting at 11:38 a.m.



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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: Daniel McGee, Transportation Manager

DATE: June 20, 2011

SUBJECT: FY 2012 Unified Planning Work Program

Purpose: This document outlines the planning work activities, schedule and funding to coordinate federal and state planning requirements. The Fiscal Year (state) will begin July 1, 2011 and end June 30, 2012.

Action: The work program was advertised (June 1st) and placed out for 15 days of public notice to facilitate the planning certification to ensure GPATS meets the federal mandates of the current re-authorization bill (SAFETEA-LU). Requesting Policy Committee motion to adopt.

The attachment contains the Work Program summary funding table for each of the planning tasks to be coordinated by the MPO staff and the Self-certification statement, which upon approval will be signed by the GPATS Policy Committee Chairman and SCDOT Area Planning Engineer. The full document can be found at the web link listed below:

http://www.greenvillecounty.org/gcpc/transportation_planning/gpats/gpats_upwp.pdf

Under TASK # 403 – Special Transportation Studies – we propose the following:

- The Greenville County Recreation District has requested funding to perform a Survey and Usage Assessment of the Swamp Rabbit Trail. This will be essential to document the types of users (demographic characteristics), and to identify the recreation, transportation, and economic impact of this trail. For additional information please contact Ty Houck at GCRD, 288-6470 or ty@gcrd.org

Greenville-Pickens Area Transportation Study (GPATS)

Unified Planning Work Program Fiscal Year 2012



AS APPROVED BY GPATS POLICY COMMITTEE, JUNE 20, 2011

Disclosure statement: The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation or the South Carolina Department of Transportation.



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PREFACE

This Unified Planning Work Program (UPWP) identifies the transportation planning activities being conducted by the Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO), which serves the Greenville-Pickens Urbanized Area in South Carolina. The planning activities outlined in the UPWP are to be completed during FY 2012 beginning July 1, 2011, and ending June 30, 2012.

Greenville County Planning Department, which provides staff support for GPATS, has prepared this document, in consultation with the South Carolina Department of Transportation, Federal Highway Administration, and other agencies involved in transportation planning and implementation. This document is also intended to comply with the Title VI requirements contained in the Federal Regulations for the development of plans and programs. The MPO Self Certification Statement is attached in Appendix A.

Additional information about GPATS planning activities is available at our website:

http://www.greenvilleplanning.com/transportation_planning/index.html or by contacting GPATS staff at the Greenville County Planning Department at (864) 467-7270.

STATUS OF CURRENT PLANNING ACTIVITIES

GPATS' planning efforts in FY 2011 were focused on the implementation of the Greenville County Comprehensive Plan "Imagine Greenville County: Tomorrow's Vision Today" and integration with various municipal plans carried out through PL funds. During the year, staff worked with the planning department planners to assist with land-use and transportation compatibility and review of future socio-economic forecasts to assist in creating a future land-use map that accommodates the corridors and centers to create context sensitive design.

Extensive staff time was devoted to public involvement activities, including public workshops and presentations, newsletters, formalizing a Citizens Advisory Committee, and presenting planning information to elected officials and the GPATS Policy Coordinating Committee and Study Team.

The staff has been coordinating with the Greenville Transit Authority (d.b.a Greenlink) to ensure planning support and assistance in the development of the Transit Vision and Master Plan and other planning activities carried out by GTA to assist in improving transit operations. Staff serves on the Greenville Transit Authorities (GTA) Transit Development Committee and attends GTA monthly Board meetings.

PREFACE

The staff has been assisting the cities of Mauldin, Fountain Inn, and Travelers Rest with their respective Main Street Improvement Plans and other transportation enhancement grants. Staff assisted with transportation needs for a variety of small-area plans and other project. The planning department assisted in developing a Traffic and Land-Use Study for the South Carolina Technology and Aviation Center (formerly Donaldson Airbase) to determine transportation needs, safety, access management and economic development. This area (along with the Berea and Conestee-Verdae communities) is designated a Priority Investment Area in the Imagine Greenville County Comprehensive Plan. Staff has been involved in the Sterling Master Plan, which was initiated through Bon Secours St. Francis Hospital System and community leaders. The Greenville County Redevelopment Authority has requested county planning staff assistance with a Judson Community Plan. Other corridor plans that have been initiated include: Haywood Road; Stone Avenue; Augusta Road and SC 153 in the Powdersville community.

The City of Easley has completed a feasibility study to develop a greenway along Brushy Creek. The Greenville County Economic Development Corporation finalized the Rail Corridor Alternatives Feasibility Study, and the City of Fountain Inn has begun a Phase II Downtown Main Street Retail Trade Study and Corridor Design Plan, which will complement the conceptual plans completed in Phase I.

Depot Street will be improved through Transportation Enhancement funding to provide sidewalks and landscaping (along with other streetscape features that will complement the Downtown Master Plan to accommodate pedestrian mobility and traffic flow. The City of Fountain Inn has also developed the Woodside Mill historic survey & SC 418 Corridor Plan. The City of Greenville is completing a Bicycle Master Plan that will be integrated with the GPATS Long Range Transportation Plan update. These studies were accommodated through PL Funds and matching funds provided by the appropriate city or county government. Procurement processes are detailed in Appendix B.

Greenville, Spartanburg, and Anderson counties were designated an Air Quality Nonattainment area for ground-level ozone in 2004, but the designation was deferred under the provisions of an Early Action Compact among US EPA, SC DHEC, and each county. Monitoring data for 2007 showed compliance with all standards, and GPATS was designated as “in attainment.” The EPA is expected to release its revised National Ambient Air Quality Standards (NAAQS) by July 31, 2011. The new standard for ozone is expected to be more stringent and may place part or all of Greenville County in what is known as a “Nonattainment Area.” A Nonattainment Area is a locality where air pollution levels persistently exceed the national standards. This designation would lead to new methods of evaluating potential transportation projects and would greatly limit certain types of projects such as widening of roads. GPATS staff attended transportation conformity training in Columbia in December 2010 to begin preparing for the changes that will result if Greenville County is designated Nonattainment.

PREFACE

The County also continued to implement the area's air quality strategies by hosting a well-attended lawn mower exchange and compost bin sale in early 2010. During the summer, GCPD and the County Administrator's office held a Diesel Emissions Reduction Act (DERA) seminar in Greenville. The conference attracted dozens of people from both private and public sectors and from all around the Upstate. As part of the anti-idling clean air campaign, Greenville County implemented several more B² (Breathe Better) programs at area schools. Additionally, the County partnered with five special purpose districts to install pollution control systems on 50 diesel trucks, funded through the DERA program.

In 2011, the County will continue the "Spare the Air" Air Quality Campaign with several public events planned, including another lawn mower exchange. Planning staff continued to serve as the coordinator for this beautification group. KGCB (Keep Greenville County Beautiful) is a part of the Keep America Beautiful network and focuses on the goals of litter prevention, recycling, and community greening. The group recently won the William Nash Award from Keep America Beautiful. The award is given to one affiliate each year for outstanding achievement in implementing goals.

PLANNING PRIORITIES FOR THE COMING YEAR

- Collaborate with municipalities and County of Greenville with regard to implementation and coordination of land-use planning and transportation project development;
- Work cooperatively with regional entities such as Ten At The Top; Upstate Forever; Greenville Spinners; LiveWell Greenville and other partners;
- Work cooperatively with Greenlink in the development of the Transit Vision and Master Plan and Rail Corridor Alternatives and Feasibility Study and provide technical assistance with operational planning needs. Continue implementing recommendations (e.g. bus rapid transit, finance strategies, etc.) from the most recent LRTP;
- Coordinate planning activities that will be necessary for conformity analysis through the travel demand model and prepare demographic Census and TAZ attribute data;
- Examine the GPATS Public Participation Plan and techniques to improve the feedback process and promote early engagement with Environmental Justice Communities and other segments of our population;
- Work closely with the local units of governments with respect to safety and transportation needs related to local planning efforts.

INTRODUCTION

In 1964, the Greenville County Planning Commission was designated as the Metropolitan Planning Organization (MPO) and the county, city and state created the Greenville Area Transportation Study (GRATS) to comply with the Federal Highway Act of 1962. This act mandated that all communities with more than 50,000 residents perform transportation planning activities for the entire urbanized area. The legislation ensures there is a “continuing, cooperative and comprehensive” (known as “3-C”) planning process involving federal, state and local agencies, as well as citizens and other affected stakeholders.

As a result of the population growth patterns identified in the 2000 Census, the MPO was expanded to include portions of Pickens County (Easley, Liberty and the town of Pickens) and the name was changed to the Greenville-Pickens Area Transportation Study (GPATS).

The MPO is composed of three committees: Policy Committee; Study Team/Technical Committee; and Citizens Advisory Committee. The planning structure is displayed in Figure 1. The MPO is a framework from which transportation planning and decision making processes are developed. In 2007 the process involved collaboration among various governmental agencies and units of government and resulted in a consensus regarding the Long Range Transportation Plan (LRTP) for the urbanized area. Figure 2 displays a map of the Greenville-Pickens Area Transportation Study Urbanized Area.

The Unified Planning Work Program (UPWP) lists the planning activities for the coming year and provides fiscal information regarding how the funds will be spent as well as staff responsibility, goals and objectives. The planning funds are appropriated under the enactment of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU; Public Law 109-59). Under SAFETEA-LU eight (8) planning factors are to be considered by the MPO when developing transportation plans and programs. These are:

- Support the economic vitality of the metropolitan area, especially enabling global competitiveness, productivity, and efficiency;
- Increase safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

INTRODUCTION

Furthermore we will emphasize the following areas in response to the recent stimulus legislation under the American Recovery and Reinvestment Act, which are applicable with respect to the MPO's activities linking planning to:

- Operations
- Safety
- Environment
- Climate Change

The reauthorization legislation is being crafted in Congress and is funded under a continuing resolution. The economy and our global competitiveness will require a well-articulated bill that will provide adequate financial mechanisms fostering public/private partnerships, economic development, environmental sensitivity reducing oil consumption and related emissions (related to climate and health issues), as well as further integration of transportation – land-use planning that encourages multi-modal options and overall quality of life needs to meet the socioeconomic dynamics of our urban and rural communities.

ORGANIZATION AND PLANNING STRUCTURE

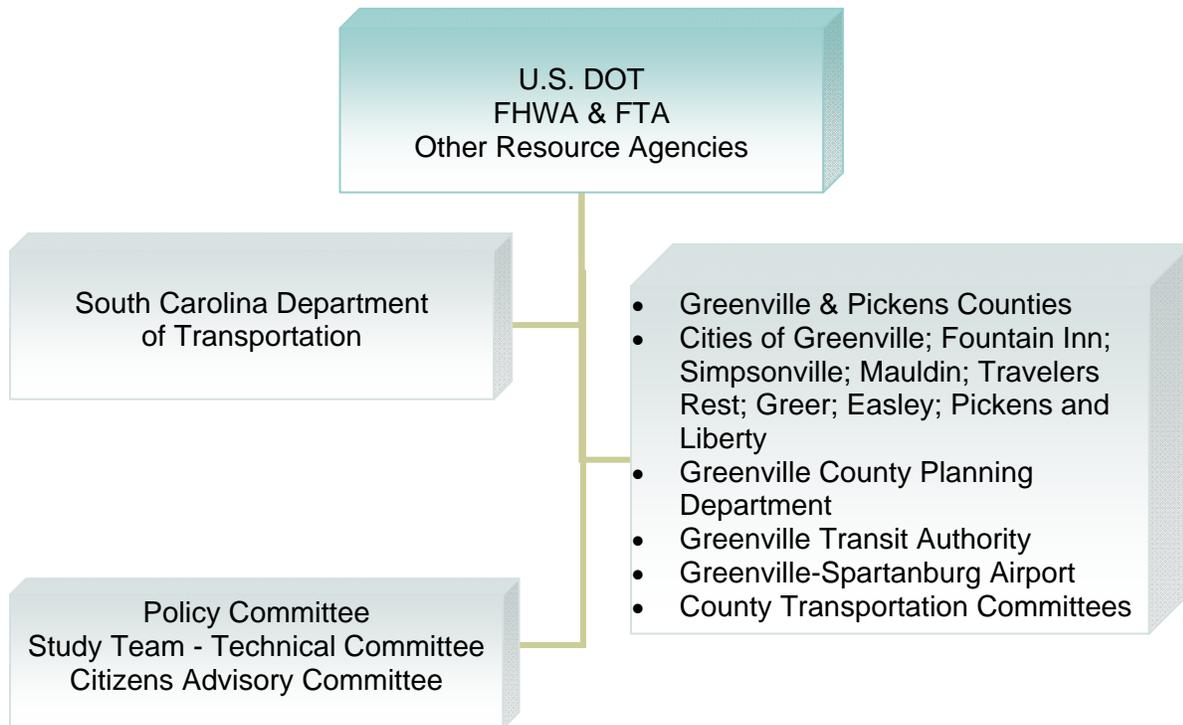
The Citizens Advisory Committee is a group of individuals from the Transportation Plan Advisory Committee, which was formed during the development of the LRTP. The CAC consists of volunteers who are interested in transportation issues. The CAC is responsible for keeping the Policy Committee informed of the community's perspective and shall also provide information to the community about transportation policies and issues. The CAC ensures that the values and interests of the communities of Greenville and Pickens counties are taken into consideration in the planning process.

The Study Team /Technical Committee membership includes staff from various federal, state, and local agencies and other associations who have a technical knowledge of transportation and/or planning. The team functions to ensure the involvement of all relevant departments, advisory agencies, and multi-modal transportation providers involved with the planning process and subsequent implementation of plans. The committee evaluates transportation plans and projects based on whether they are technically warranted and financially feasible.

The Policy Committee is a forum for cooperative decision-making by elected and appointed officials of the general purpose local governments and inter-modal transportation providers. The Policy Committee is also responsible for taking into consideration the recommendations from the CAC and the Study Team when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans.

INTRODUCTION

FIGURE 1: PLANNING STRUCTURE



The MPO planners serve on a variety of committees and attend meetings to provide assistance and encouragement alignment with existing plans and policies. The staff attends the Greenville and Pickens County Transportation Committees (legislative delegations) and assist in the prioritization and review of proposed projects. The Bicycle and Pedestrian Advisory Committee meetings are attended regularly as well as the Transit Development Committee and GTA Board meetings to provide planning assistance and cooperative and collaborative transportation program.

The Staff also meets with the Greenville Chamber of Commerce Transportation Committee and Greenville Spartanburg International Airport officials. The staff periodically is invited to present transportation plans and programs carried out by the MPO to civic groups and organizations in the Greenville-Pickens Urbanized Area.

INTRODUCTION

TABLE 1: GPATS STUDY TEAM MEMBERS

GPATS Study Team

Agency	Representative (Alternate)
Greenville County	
Greenville Assistant City Traffic Engineer	Wil Ravenhorst
Greenville County Traffic Engineer	Kurt Walters
County Associate Transportation Planner	Tiffany Wedmore
County Transportation Planner	Keith Brockington
County Transportation Planning Manager	Daniel McGee
County Manager of Current Planning	John Owings
County Planning Director	Mellone Long
Greenville City Engineer	Dwayne Cooper
Greenville County Engineer	Hesha Gamble
Greenlink/Greenville Transit Grants Manager	Greg Baney
Pickens and Anderson counties	
Pickens County Planning Director	Chris Brink
Pickens County Planning Department	Nathalie Schmidt
Easley Public Works Director	Lamar Hunnicutt
City of Pickens Administrator (Planning Director)	Katherine Brackett
Anderson County Planner	Bill West
SCDOT and FHWA	
SCDOT Chief of Statewide Planning	Michael Sullivan (Bill Jordan)
SCDOT District Traffic Engineer	Eric Dillon
SCDOT Statewide Planning	Brian Fulmer
SCDOT District Program Manager	Tommy Elrod
SCDOT Traffic Safety Engineer	Dick Jenkins
SCDOT Traffic Engineering Manager	Jim Bennett
SCDOT Mass Transit Program Manager	Jim Frierson (Kayin Jones)
DHEC Manager of Air Quality Planning	Brian Barnes
FHWA Planning and Environmental Engineer	Dan Hinton (Jessica Hekter)
Appalachian COG	
ACOG Director of Planning	Chip Bentley (Phillip Lemon)

INTRODUCTION

TABLE 2: GPATS POLICY COMMITTEE MEMBERS

GPATS Policy Committee

Representation	Name
Greenville Legislative Delegation	Sen. David Thomas- Chair
Greenville Legislative Delegation	Sen. Ralph Anderson
Greenville Legislative Delegation	Rep. Dwight Loftis
Greenville Legislative Delegation	Sen. Danny Verdin
Greenville Legislative Delegation	Rep. Eric Bikas
Greenville Legislative Delegation	Rep. Phil Shoopman
Greenville County Council	Herman G. (Butch) Kirven
Greenville County Council	Xanthene Norris
Greenville County Council	Jim Burns
Greenville County Council	Fred Payne
Greenville County Council	Willis Meadows
Mayor of Greenville	Knox White
Mayor of Greer	Rick Danner
Mayor of Simpsonville	Dennis Waldrop
Mayor of Mauldin	Don Godbey
Mayor of Travelers Rest	Wayne McCall
Mayor of Fountain Inn	Gary Long
Pickens Legislative Delegation	Sen. Larry Martin- Vice Chair
Pickens Legislative Delegation	Rep. Phillip Owens
Pickens County Council	Jennifer Willis
Mayor of Easley	Larry Bagwell
Mayor of Pickens	David Owens
Mayor of Liberty	Brian Deese
Anderson Legislative Delegation	Rep. Dan Cooper
SCDOT Commissioner -- Pickens	Eddie Adams
SCDOT Commissioner -- Greenville	Johnny Edwards
Ex Officio Members	
Greenville Planning Commission Chair	Todd Usher
Greenville Planning Department Director	Mellone Long
Greenville GLDTC Chair	Warren Mowry
Pickens Planning Commission	J. Phillip Bowers
Pickens CTC Chair	Curtis Burgess
Greenville Transit Authority Chair	David Mitchell

INTRODUCTION

UNIFIED PLANNING WORK PROGRAM DEVELOPMENT

The Policy Committee, with input from the Citizens Advisory Committee and Study Team, annually revises and adopts the Unified Planning Work Program (UPWP) in order to comply with the federal regulations.

The FY 2012 UPWP describes: (1) the MPO's planning goals and activities; (2) provides cost estimates for each activity; (3) identifies funding sources; and (4) outlines a work schedule for the period July 1, 2011 through June 30, 2012. The document is organized into four major sections entitled:

Part I: Program Administration

Part II: Public Involvement Process

Part III: Systems Management & Monitoring

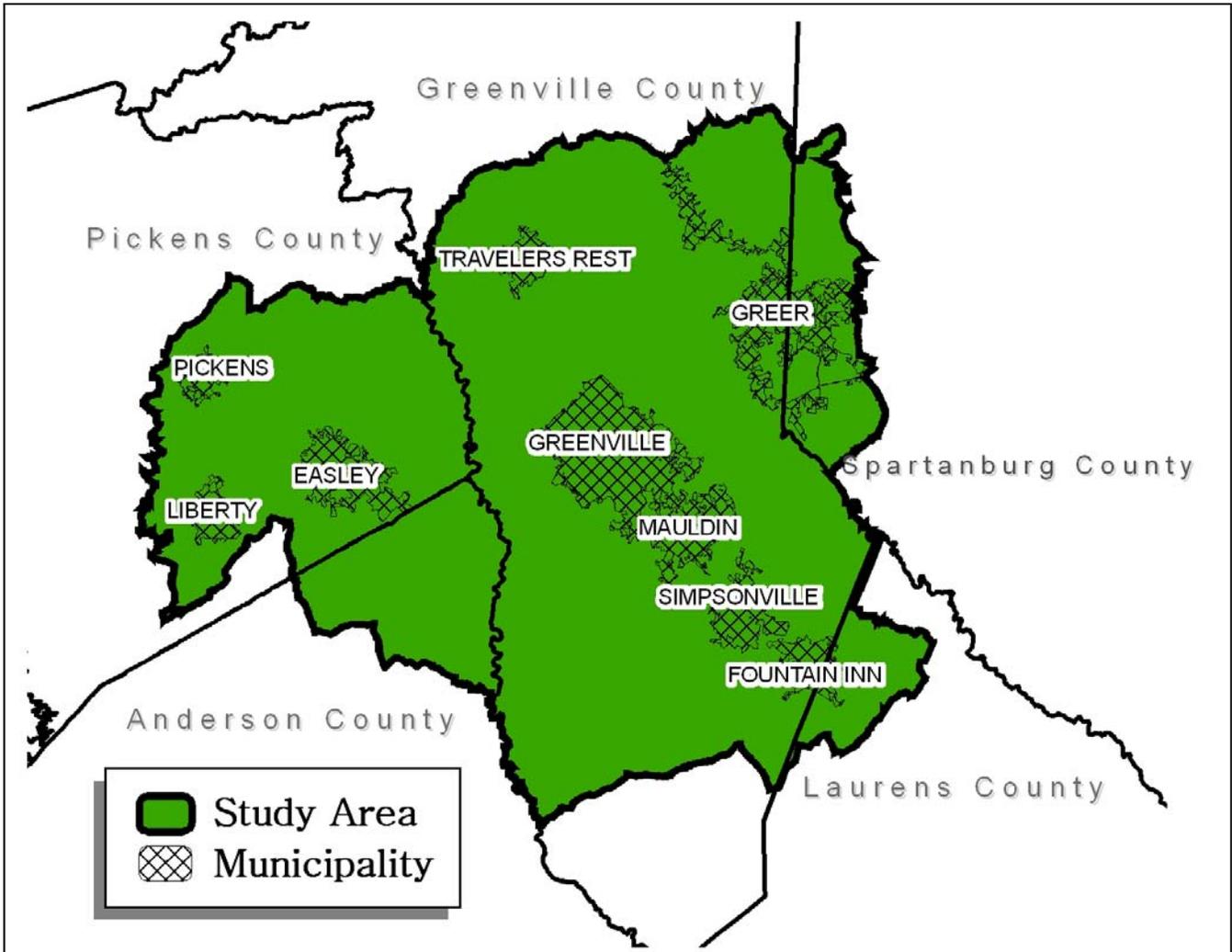
Part IV: Transportation Plans & Studies

The four sections of the UPWP include information on the parties responsible for carrying out planning activities. Defined activities are mostly geared towards the preparation and development of the Transportation Improvement Program (TIP) and lead to the development and adoption of the Long Range Transportation Plan (LRTP). Public involvement is an integral part of this planning process and is a core feature of numerous planning activities throughout the UPWP. GPATS will continue to assess the planning functions carried out through the MPO's Work Program and comply with recommendations as directed within the Planning Certification Review conducted every four years by the U.S. Department of Transportation.

The MPO presently receives funding from two (2) U.S. Department of Transportation (US DOT) sources: Federal Highway Administration (FHWA) planning (PL) funds are used for MPO planning; and Federal Transit Administration (FTA) provides 5303 funds for metropolitan planning. South Carolina Department of Transportation combines the monies into a consolidated grant to administer to the MPO. These are distributed contractually under an 80-20% grant split, of which the Federal government pays 80%, and 20% is matched (15% Greenville County and 5% Pickens County). The MPO is collaborating with the Greenville Transit Authority/Greenlink and the City of Greenville and assists in reimbursement using Consolidated Planning Funds that are used for administrative and grants coordination and operational planning needs of Greenlink. Greenlink is in the process of initial implementation of the recently completed Transit Vision and Master Plan funded through FTA 5307 funds and has developed grant applications for FTA 5316 (Job Access Reverse Commute) and FTA 5317 (New Freedom) funds to assist in the development of a regional transit system. The Mauldin and Simpsonville Urbanized Area will be exploring the use of ARRA funds appropriated to develop a potential Golden Strip Express Commuter Service facilitated through a purchase of service contract with GTA and operated by Greenlink.

INTRODUCTION

FIGURE 2: GPATS STUDY AREA



PROGRAM ADMINISTRATION

PURPOSE

To coordinate and conduct the transportation planning activities of the Metropolitan Planning Organization (MPO) in compliance with all federal, state, and local laws regulations and requirements. This includes managing the basic operations of the MPO program through the following elements listed below.

101- Study Coordination

The MPO, which is staffed by the Greenville County Planning Department, is responsible for the direction and coordination of transportation planning activities per the PL contract for the GPATS Area.

102- Unified Planning Work Program

The UPWP provides a schedule of MPO planning activities including budgetary information and coordination with MPO committees and intergovernmental entities and the public.

103- Staff Education

Staff planners may attend transportation-related training courses, workshops and other related seminars as approved by the SCDOT.

104- Computer System Acquisition and Traffic Data Collection

The acquisition of hardware/software to assist with analysis of the transportation systems or other associated office equipment for MPO planning.

PROGRAM ADMINISTRATION

TASK 101: STUDY COORDINATION

Sub-element 101.1 Fiscal Management and MPO Administration

OBJECTIVE: To coordinate and conduct the transportation planning activities of the Metropolitan Planning Organization (MPO) in compliance with all federal, state, and local laws, regulations and requirements.

PREVIOUS WORK: Completed Quarterly Reports and Annual Performance Report. Held quarterly meetings with MPO committees.

PROJECT DESCRIPTION: Maintain proper records as required under the PL contract or FTA contract and preparation of budgets, financial records, reimbursement requests and an annual performance report. Coordinate MPO committee meetings and planning efforts.

PRODUCT: Quarterly Reports (Due Oct. 30th; Jan. 30th; April 30th; and July 30th) that include invoices and written status reports for submission to SCDOT. An updated Annual Performance Report (Due August 31) will be reviewed by all MPO Committees (CAC, Study Team, and Policy).

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	General contract administration

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	\$40,000
Local Match	\$10,000
TOTAL	\$50,000

PROGRAM ADMINISTRATION

TASK 102: UNIFIED PLANNING WORK PROGRAM (UPWP)

Sub-element 102.1 Collect Committee and Public Input for UPWP

OBJECTIVE: Development of the Fiscal Year 2012 UPWP

PREVIOUS WORK: FY 2011 Unified Planning Work Program

PROJECT DESCRIPTION: The UPWP is an annual document that includes a brief description of tasks, work products, responsible agencies, and identifies the funding sources to accomplish planning efforts. The draft 2012 UPWP is reviewed by SCDOT/FHWA. The Final UPWP gets reviewed by the Study Team and CAC, which then recommends it to the Policy Committee for adoption in June. The final UPWP is forwarded to SCDOT for a subsequent review and approval. The draft is advertised for public comment for 15 days to encourage public engagement.

PRODUCT: Adopted FY 2012 UPWP

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Develop and carry out annual planning activities regarding transportation planning functions of the MPO.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	\$50,000
Local Match	\$12,500
TOTAL	\$62,500

PROGRAM ADMINISTRATION

TASK 103: STAFF EDUCATION

Sub-element 103.1 Continued Education and Technical Training

OBJECTIVE: Develop MPO staff knowledge of transportation planning procedures through relevant workshops, conferences, and seminars.

PREVIOUS WORK: Various training and conferences.

PROJECT DESCRIPTION: To enhance transportation planning techniques that will enable the MPO to effectively carry out the planning process in the Greenville-Pickens Urbanized Area. Concurrence from SCDOT/FHWA will be facilitated as necessary.

PRODUCT: Staff enrichment and training.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Ongoing training.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	\$10,000
Local Match	\$2,500
TOTAL	\$12,500

PROGRAM ADMINISTRATION

TASK 104: COMPUTER SYSTEM ACQUISITION

Sub-element 104.1 Maintenance of Microcomputer Files and Software

OBJECTIVE: Acquire relevant computer systems and software and train staff as related to the transportation planning process.

PREVIOUS WORK: Upgraded from ArcView 9.2 to ArcView 9.3. GPATS provides updates to TransCAD travel demand modeling software. GPATS purchased travel time and delay software and PETRA software for turning movements and intersection analysis.

PROJECT DESCRIPTION: This element allows the GCPD to purchase computer systems and software and other office equipment as needed. Also regulated Intelligent Transportation Systems (FHWA rule 940 regarding ITS) and GIS activities specifically relative to the MPO planning process.

PRODUCT: Integrated ITS and GIS databases enhancing the transportation planning functions of the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Continually review hardware and software needs of MPO.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	\$8,000
Local Match	\$2,000
TOTAL	\$10,000

PUBLIC INVOLVEMENT PROCESS

PURPOSE

The overall goal of the public involvement program is to continue to expand the opportunities for public input and education regarding the transportation planning and decision-making process. GPATS will continue to implement and improve on the Public Participation Plan, which outlines a framework from which the public becomes actively engaged in the transportation decision-making process. The MPO shall ensure plans will address environmental impacts or mitigation activities involving conservation of natural resources, historic preservation, and land-use development activities as well as other provisions necessary to comply with the local, state, or federal regulations, laws, and policies.

201- Public Involvement Program

To incorporate the new rules under the SAFETEA-LU Act from which the MPO will proactively reach out to the community and encourage public input (through a myriad of approaches) into the planning process. To actively involve minority, low-income, elderly, and handicapped persons to provide meaningful input to the decision-making process.

PUBLIC INVOLVEMENT PROCESS

TASK 201: PUBLIC INVOLVEMENT PROGRAM

Sub-element 201.1 Participation Plan and Community Outreach

OBJECTIVE: To continue to develop the Public Participation Plan that outlines the goals of the MPO and opportunities for interaction among units of government and the public as related to the planning process.

PREVIOUS WORK: Adopted a Public Participation Plan (2007) and used this as a framework for public involvement in the planning process. Met with various stakeholders and groups regarding transportation planning.

PROJECT DESCRIPTION: To effectively obtain input concerning the MPO planning process through a framework encouraging public participation.

PRODUCT: Coordinate the Public Participation Plan to continue improving the public involvement process. Meet with Environmental Justice Communities to provide feedback regarding planning issues. Development and upkeep of an MPO web page and e-newsletter. Development of a new GPATS web site.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Hold meetings for LRTP and TIP as well as other planning documents of the MPO.

TARGET START AND END DATES	July, 01, 2011 June, 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	\$65,000
Local Match	\$16,250
TOTAL	\$81,250

SYSTEMS MANAGEMENT AND COOPERATION

PURPOSE

Maintain databases used in the modeling process and other transportation related information to assess the systems deficiencies. To utilize software and other planning techniques to monitor systems performance and develop strategic improvements to improve traffic operations or other transportation related safety needs of the community.

301-Transportation Systems Management

This element will incorporate the various ITS data, and compile information into a GIS platform to assess the transportation system and work collaboratively with state, county and local officials to develop strategies and plans to improve efficiency and safety of the transportation system.

302-Short Range Planning

This element will provide coordination with Greenville County Engineering with respect to traffic calming and data collection (traffic counts or other related needs), Traffic Impact Studies for zoning or land use proposals and collaboration with other municipal entities with respect to transportation issues associated with ordinances, Transportation Enhancement grants or other programs (e.g. Safe Routes To School, Prescription for Progress, greenway and trails or other related planning activities).

303-Transit & Multi Modal Planning

This element will provide Consolidated Planning funds to GTA (Greenlink) for operations and administration of transit planning activities related to National Transit Data (NTD) Reporting of alighting/boarding surveys, Title VI and DBE Planning, marketing and customer service, maintenance and administrative related activities, and route structure and transit shelter planning needs. GTA will use 5303 funds for Planning and Administration; 5307 for operating expenses, and 5309 funds will be allocated for facility improvements and upgrades at the Greenville transfer center.

SYSTEMS MANAGEMENT AND COOPERATION

TASK 301: SYSTEMS MANAGEMENT AND COORDINATION

Sub-element 301.1 System Performance and Safety Planning

OBJECTIVE: Collect traffic data and develop strategies to increase the efficiency and safety of the transportation infrastructure.

PREVIOUS WORK: Compiling data sources from various agencies to integrate into GIS to identify deficiencies and develop interim plans to improve the transportation system.

PROJECT DESCRIPTION: To enhance transportation planning techniques that will enable the MPO to effectively carry out the planning process in the Greenville-Pickens urbanized area. This will provide program support for projects within the TIP and LRTP. To incorporate travel demand management and other strategies to improve system efficiency into MPO plans. Staff will coordinate the Safe Routes to School program and other safety-related planning within the urbanized area.

PRODUCT: Enhanced interface (related to importing spreadsheets, tables, etc.) for traffic data with ITS components, travel demand model data, and GIS platforms. Develop annual Crash Report.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Develop and maintain data collection to assist in implementing the LRTP and TIP as well as other planning documents of the MPO.

TARGET START AND END DATES	July 01, 2011 June 30,2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	40,400
Local Match	10,100
TOTAL	\$50,500

SYSTEMS MANAGEMENT AND COOPERATION

TASK 302: TRANSPORTATION SYSTEMS MANAGEMENT

Sub-element 302.1 Short Range Planning

OBJECTIVE: To provide transportation planning assistance for local governments, Planning Commission, County Council, and other local units of government.

PREVIOUS WORK: Staff provides traffic assessment relative to reviews of subdivisions plats or zoning cases, and other municipalities' transportation planning assistance.

PROJECT DESCRIPTION: To provide transportation planning assistance to urbanized area municipal governments and carry out the planning process in the Greenville-Pickens Urbanized Area. This will provide program support for projects within the TIP and LRTP. To assist in land-use recommendations and traffic impact analysis as well as other transportation programs.

PRODUCT: Continuing and comprehensive assistance to local planning agencies, organizations, boards or commissions.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Attend meetings and provide assessment of traffic impacts or issues related to transportation plans or programs.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	64,000
Local Match	16,000
TOTAL	\$80,000

SYSTEMS MANAGEMENT AND COOPERATION

TASK 303: MULTIMODAL PLANNING

Sub-element 303.1 Transit Planning and Multimodal Coordination

OBJECTIVE: To provide transit planning funds to GTA (Greenlink) to carry out administration and operational planning.

PREVIOUS WORK: Grant Assistance to City of Greenville, which controls the transit operations/maintenance within the new Greenlink system.

PROJECT DESCRIPTION: To continue to work with GTA (Greenlink) to coordinate development of the Transit Vision and Master Plan, operations, maintenance and multi-modal transfer center rehabilitation and other related transit planning activities to promote the LRTP transit element and other regional transit development plans.

PRODUCT: Ongoing planning assistance through consolidated planning funding.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study and GTA (Greenlink)	Develop and maintain a collaborative transit planning program.

TARGET START AND END DATES	July 01, 2011 June 30,2012	LEAD AGENCY	Greenville County Planning Department & GTA
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FUNDING SOURCE	AMOUNT
FHWA Consolidated PL Funds	83,200
Local Match (GTA-City/County)	20,800
TOTAL	\$104,000

TRANSPORTATION PLANS AND STUDIES

PURPOSE

Continue to develop and review input and project development for the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). To conduct other planning studies and assist in the development of the Imagine Greenville County Comprehensive Plan.

401-Transportation Improvement Program

The TIP provides a listing of SCDOT as well as local road improvement activities and transit capital projects scheduled over a three-year period and provides specific information on the project location, phases and costs.

402- Long Range Planning

The LRTP was adopted in November 2007. This plan details the transportation improvements over the next 25 years. These projects were scrutinized as sets of alternatives and weighed based on benefits quantified/qualified by associated measures of effectiveness. The model datasets will be updated as necessary.

403- Special Transportation Studies

The MPO has been providing PL funding to facilitate transportation plans within the region to assist local units of government to develop planning studies as applicable.

TRANSPORTATION PLANS AND STUDIES

TASK 401: TRANSPORTATION IMPROVEMENT PROGRAM

Sub-element 401.1 Project Development and Program Administration

OBJECTIVE: Development of the FY 2012-2017 TIP through the transportation planning structure and process.

PREVIOUS WORK: Adoption of the Fiscal Year 2010-2015 TIP.

PROJECT DESCRIPTION: Development of a staged six-year short range TIP produced through a collaborative process between the MPO (and associated committees), SCDOT, FHWA, and the public, that is fiscally constrained using federal, state, and local funds. The MPO will develop the *Final* TIP in June 2011. The MPO will also provide a self-certification document annually.

PRODUCT: Biannual updated TIP.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Meetings with committees, SCDOT & the public to develop TIP projects within the urbanized area.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	88,232
Local Match	22,058
TOTAL	\$110,290

TRANSPORTATION PLANS AND STUDIES

TASK 402: LONG RANGE PLANNING

Sub-element 402.1 Long Range Transportation Plan

OBJECTIVE: Begin compiling TAZ data and associated model update information. Conduct model runs for conformity determinations or other travel demand analysis.

PREVIOUS WORK: Adopted Long Range Transportation Plan (November 2007).

PROJECT DESCRIPTION: To work with SCDOT (or consultants), Department of Labor, and the Census Bureau to develop socioeconomic data for the plan update. To work with respective agencies to identify needs to modify travel demand model boundaries, TAZ revisions, mapping, and coding of attribute data in advance of the 2010 Census relative to the development the base/ interim/future models.

PRODUCT: A travel demand model and updated zonal data to incorporate building permits, demolitions and other socioeconomic attribute changes within the transportation study area.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Meetings with local units of government to integrate the adopted LRTP.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	Greenville County Planning Department
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FUNDING SOURCE	AMOUNT
FHWA PL	121,246
Local Match	29,256.50
TOTAL	\$151,782.50

TRANSPORTATION PLANS AND STUDIES

TASK 403: SPECIAL TRANSPORTATION STUDIES

Sub-element 403.2 Swamp Rabbit Trail Evaluation

OBJECTIVE: Develop an evaluation of usage of the greenway and surveys to assess types of users, impact on corridor, access and safety, economic development, and marketing, as well as active transit.

PREVIOUS WORK: Pedestrian & Bicycle Element from LRTP; City of Greenville Master Bicycle Plan and Transit Vision and Master Plan.

PROJECT DESCRIPTION: Implementation of a three-year trail evaluation survey and analysis of socioeconomic characteristics and use data to support marketing and land-use infill (mixed use/transit oriented) and supportive information for grant applications.

PRODUCT: Greenway development and policies supportive of recreation and economic development along the Swamp Rabbit Trail.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
Greenville-Pickens Area Transportation Study	Assist with developing study and coordinating plans through MPO, local units of government and the public.

TARGET START AND END DATES	July 01, 2011 June 30, 2012	LEAD AGENCY	GPATS, GCRD, GCEDC, GHS
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FUNDING SOURCE	AMOUNT
FHWA PL*	15,000
GCRD	3,750
TOTAL	\$18,750

* Carried over from FY 2011.

TRANSPORTATION PLANS AND STUDIES

TASK 403: SPECIAL TRANSPORTATION STUDIES

Sub-element 403.3 “Connections for Sustainability: Linking Greenville’s Neighborhoods to Jobs and Open Space”

OBJECTIVE: Provide alternative transportation options to link people to jobs and housing while stimulating economic development and redeveloping blighted properties to attract new industries and professionals.

PREVIOUS WORK: Greenlink Transit Vision and Master Plan

PROJECT DESCRIPTION: A transportation study of Greenville, with a focus on the west side, will establish a route for bus rapid transit and identify associated transit-oriented development sites in order to connect the west side and downtown areas to emerging economic opportunities.

PRODUCT: Transit-Oriented Development (TOD) plan, with supporting codes and overlays, and a Bus Rapid Transit Route.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
City of Greenville	Coordinate development of transportation study and its implementation, and assisting with community involvement, communication with local units of government, and public outreach.

TARGET START AND END DATES	February 28, 2011 February 28, 2014	LEAD AGENCY	City of Greenville
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FUNDING SOURCE*	AMOUNT
FTA/DOT	235,000
MATCH*	100,000
TOTAL	\$335,000

* Funding match provided by City of Greenville

APPENDIX A

GPATS DRAFT FY 2012 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	12,500	50,000	62,500
Element 103 Staff Education	2,500	10,000	12,500
Element 104 Computer System and Equipment	2,000	8,000	10,000
Element 201 Public Involvement Program	16,250	65,000	81,250
Element 301 Systems Performance and Safety Planning	10,100	40,400	50,500
Element 302 Short Range Planning	16,000	64,000	80,000
Element 303 Multi-modal Coordination	20,800(1)	83,200	104,000
Element 401 Transportation Improvement Program	22,058	88,232	110,290
Element 402 Long Range Plan Update	29,256.50	121,426(2)	151,782.50
Element 403- Special Studies Swamp Rabbit Trail Evaluation Survey East Butler Road Corridor (Mauldin)	3,750(3) TBD	15,000 TBD	18,750 TBD
Total for PL Consolidated Funds	146,314.50 *	585,258	731,572.50

*- Under agreement the PL Local Match (20%- \$125,514.50 matched 75% Greenville Co. – 25% Pickens Co.)

Footnotes: (1) – Matched by GTA; (2) Amended On Call contract with KH & A \$35,000+ or - to be invoiced for modeling; (3) Matched by GCRD.

APPENDIX A

GPATS UPWP Work Schedule		
Planning Task	Description of Planning Activities	Milestone Dates
Part 1 Program Administration Element		
101.1	Working with Committees, grant and fiscal reports.	Quarterly
102.1	Preparation of UPWP, Progress Reports, Programs.	Ongoing
103.1	Staff Education & Professional Development Activities.	Ongoing
104.1	Software/hardware and office equipment. Web design and upkeep	Ongoing
Part 2 Public Involvement Process Element		
201.1	Make presentations on transportation issues.	Ongoing
	Public notice and advertisements of MPO actions.	Ongoing
	Implement Public Participation Plan.	Ongoing
	Produce Brochures, Maps, and Newsletters or other mediums for public education & information.	Ongoing (newsletter)
	Create new GPATS web site and maintain content.	Ongoing
Part 3 Systems Management and Coordination Element		
301	Develop and Maintain GIS data and transportation related systems data for planning.	Ongoing
302	Review Traffic Impact studies of zoning cases, coordinate traffic calming and other transportation analysis, assist with enhancement projects.	Ongoing
303	Provide Planning assistance to GTA (Greenlink) to conduct NTD reporting, and other FTA reviews and grant requirements. Assist in the implementation of Transit Vision and Master Plan and other transit planning activities.	Ongoing
Part 4 Transportation Plans and Studies Element		
401	Develop and amend TIP to include all highway and transit projects. Assist in the review of Advanced Planning Reviews and associated project development.	Ongoing
402	Coordinate implementation and update of LRTP, conduct model runs for conformity analysis and air quality needs, prepare TAZ demographic data for Census 2010.	Ongoing
403	Coordinate, and assist in the scoping, planning activities relative to various studies being performed as listed below.	Ongoing
403.1	Swamp Rabbit Trail Evaluation Survey	Ongoing

APPENDIX A

FY 2012 UPWP Task and Planning Elements Matrix to Required Planning Factor						
Planning Factor	101-104	201	301-303	401	402	403
Support the economic vitality of the Urbanized Area	X	X	X	X	X	X
Increase safety of the transportation system for motorized and non-motorized users	X	X	X	X	X	X
Increase security of the transportation system	X	x	X	X	X	x
Increase accessibility and mobility options for people and freight	X	x	X	X	X	X
Protect and enhance the environment, promote energy conservation, and improve quality of life	X	x	X	X	X	X
Enhance integration and connectivity of the transportation system, across modes, for people and freight	X	x	X	X	X	X
Promote efficient system management and operation	X	x	X	X	X	X
Emphasize preservation of the existing transportation system	X	x	X	X	X	X

APPENDIX A

MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the South Carolina Department of Transportation, and the Greenville-Pickens Metropolitan Planning Organization for the Greenville-Pickens Urbanized Area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Michael Sullivan, PE
Area Engineer
SC Department of Transportation



June 20, 2011
Date

Sen. David Thomas, Chairperson
GPATS Policy Committee



June 20, 2011
Date

APPENDIX B

COORDINATION REQUIREMENTS FOR PROCUREMENT OF CONSULTING SERVICES

In the event that the MPO or sub-recipient intends to procure consulting services to complete tasks outlined in the approved Unified Planning Work Program (UPWP), the following steps must be adhered to sequence in order to ensure federal participation in the project:

STEP 1

- Submit a draft scope of work in sufficient detail to determine that all work elements are eligible under Section 104(f) of Title 23 USC
 - Submit a draft advertisement that will be used in South Carolina Business Opportunities (SCBO)
 - Submit an internal estimate of the project cost
- Receive a notice to proceed from SCDOT to advertise the request for proposal

STEP 2

- Include the SCDOT and FHWA as non-voting members of the selection committee
 - Submit a recommendation to SCDOT for approval of the selected firm(s) with documentation of the evaluation process
 - Submit a copy of the negotiation process
- Receive notice to proceed from SCDOT

STEP 3

- Submit a copy of the draft agreement
- Receive final notice from SCDOT to execute agreement and initiate project

All invoices will be sent to Greenville County Planning and paid quarterly (State Fiscal Year July 1, 2011 through June 30, 2012). We process our reimbursement and Quarterly Reports 30 days after the end of each quarter. A narrative of tasks and project deliverables will accompany your invoices.

I hereby acknowledge that all procurement activities will follow the above described steps. Any deviation for this process will jeopardize federal reimbursement for the project.

DATE

CITY or COUNTY REPRESENTATIVE

DATE

MPO PLANNING MANAGER

APPENDIX A

MPO SELF-CERTIFICATION

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Michael Sullivan, PE
Area Engineer
SC Department of Transportation

Sen. David Thomas, Chairperson
GPATS Policy Committee

June 20, 2011

Date

June 20, 2011

Date

APPENDIX A

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Element 103 Staff Education	2,500	10,000	12,500
Element 104 Computer System and Equipment	2,000	8,000	10,000
Element 201 Public Involvement Program	16,250	65,000	81,250
Element 301 Systems Performance and Safety Planning	10,100	40,400	50,500
Element 302 Short Range Planning	16,000	64,000	80,000
Element 303 Multi-modal Coordination	20,800(1)	83,200	104,000
Element 401 Transportation Improvement Program	22,058	88,232	110,290
Element 402 Long Range Plan Update	29,256.50	121,426(2)	151,782.50
Element 403- Special Studies Swamp Rabbit Trail Evaluation Survey East Butler Road Corridor (Mauldin)	3,750(3) TBD	15,000 TBD	18,750 TBD
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Footnotes: (1) – Matched by GTA; (2) Amended On Call contract with KH & A \$35,000+ or - to be invoiced for modeling; (3) Matched by GCRD.



Greenville County Planning Department

301 University Ridge, Suite 400
Greenville, SC 29601
(864) 467-7270
www.greenvillecounty.org

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: Keith Brockington

DATE: June 20, 2011

SUBJECT: FY 2012-2017 Transportation Improvement Program

Purpose: Adopt the biannual update to the five-year Transportation Improvement Program (TIP). This document will cover GPATS project programming for the immediate Fiscal Year of 2012 and future years of 2013-2017

Please refer to attachment, the Draft TIP Financial Statement. This document is out for public comment, and will go into affect on June 24th in lieu of additional comments made.

Summary of amounts in the financial statement are as follows:

- \$106,549,000 in Guideshare funding for FY2012-2017, with a remaining balance of \$12,095,000
- \$19,819,000 in Federal Transit Administration apportionments
- \$4,505,000 in Transportation Enhancement apportionments

Action: The TIP will require a motion for adoption by the GPATS Policy Committee to meet the Federal Mandate of the SAFETEA-LU highway re-authorization bill. The TIP was advertised on June 1st and re-advertised on June 10th (at which time it was placed in full context at our website). We request approval to be made in lieu of any substantive public comments which will continue for 15 days as required and received until June 24, 2011. If there is any substantial public comment we will need to bring back to the committee at the September meeting for GPATS adoption.

GPATS FY 2012-2017 FINANCIAL STATEMENT

Updated May 13, 2011

(COST IN THOUSANDS)

Amounts shown in Italics are Non-Guideshare funds

PIN #	PRIORITY	GUIDESHARE PROJECTS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TIP COST (2012-2017)	REMAINING COST (2018+)	FUNDING
		DEBT SERVICE	\$4,558	\$4,386	\$3,813	\$3,766	\$3,718	\$3,672	\$3,617	\$22,972	\$12,428	STP
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates												
37728	3	SC 183 INTERSECTION IMPROVEMENTS ALEX RD JIM HUNT RD JAMESON RD	90 R 50 R	1,500 C 260 R				2,000 C	2,000 C	\$4,260		STP ACoG
37686	2	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)		500 P 1,500 R	1,250 C 1,750 C	5,250 C				\$8,500		STP Safety
	7	SC 153 EXTENSION ***** US 123 TO PRINCE PERRY ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	300 P	1,000 P 1,700 R		4,000 C	6,000 C			\$12,700		STP
37685	1	NORTH BUNCOMBE RD (SC 101/SC 290) FROM WADE HAMPTON (US 29) TO LOCUST HILL (SC 290) (FIVE LANES WITH BIKE LANES)	300 P	600 R	3,000 C					\$3,600		STP
	5	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASTER ROAD (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)	150 P	1,700 R		1,500 C	2,000 C			\$5,200		STP
38119	4	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	560 R	2,500 C						\$2,500		STP ENH
38112	8	SALTERS ROAD - PHASE 1 ** OLD SULFUR SPRINGS RD. TO VERDAE BLVD. (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)		100 R	780 C 720 C	2,000 C				\$2,880		STP Gvl Match
	9	SC 153 WIDENING FROM NEAR COOPER RD TOWARD I-85 FOR 0.25 MILE	315 C									STP
	10	SALTERS ROAD - PHASE 2 OLD SULFUR SPRINGS RD. TO MILLENNIUM BLVD(FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)		100 R	3,000 C	2,000 C	2,000 C			\$7,100		STP
	11	WOODRUFF ROAD WIDENING SCUFFLETOWN RD TO BENNETTS BRIDGE WIDEN TO 5 LANES W/ WIDE OUTSIDE LANE AND SIDEWALKS	200 P	200 P	1,500 R	2,000 C				\$3,700		STP
	12	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS					100 P			\$100		STP
	13	SC 14 FIVE FORKS ROAD TO BETHEL ROAD (FIVE LANES, BIKE LANES, SIDEWALK, AND FUTURE GREENWAY ACCESS)		250 P	250 P		500 R	2,000 C		\$3,000		STP
	14	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)		400 P	350 P		600 R	600 R	2,500 C	\$4,450	\$2,500	STP
	15	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)		400 P	350 P		750 R	750 R	3,000 C	\$5,250	\$3,000	STP
	16	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)			500 P	500 P		750 R	750 R	\$2,500	\$10,000	STP ENH
	16	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)						500 P	500 P	\$1,000	\$11,500	STP
37687	2	SC 101 AND FEWS CHAPEL	350 R	1,500 C						\$1,500		STP
37689	3	WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***		350 R	1,500 C					\$1,850		STP
37688	4	WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***		1,000 R	1,500 C					\$2,500		STP
38113	5	LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)		500 R	2,000 C					\$2,500		STP
	6	US 178 AND SC 93	250 P	500 R	1,500 C					\$2,000		STP
	1	FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	700 R	150 P 137 R 2,000 C						\$2,287		STP
38114	7	BRUSHY CREEK AND PEARSON	1,227 C 465 C									STP Pickens County CTC
	8	BRUSHY CREEK AND STRANGE		450 R	1,200 C					\$1,650		STP
	9	ANN ST (US 178) AND JONES ST		350 R	1,200 C 1,418 C					\$1,550		STP Pickens County CTC
		ADDITIONAL FUNDING FOR UPWP	50									
		ADDITIONAL FUNDING FOR ENHANCEMENTS	200	200	200	200	200	200		\$1,000		
GUIDESHARE SUBTOTALS			\$9,300	\$22,733	23,893	\$21,216	\$15,868	\$10,472	\$12,367	\$106,549	\$39,428	
GUIDESHARE ALLOCATION			\$15,910	\$15,910	\$15,910	\$15,910	\$15,910	\$15,910	\$15,910	\$63,640		
CARRYOVER AVAILABLE			\$16,574	\$23,184	\$16,361	\$8,378	\$3,072	\$3,114	\$8,552			
GUIDESHARE SUBTOTALS			(\$9,300)	(\$22,733)	(\$23,893)	(\$21,216)	(\$15,868)	(\$10,472)	(\$12,367)	(\$106,549)	(\$39,428)	
BALANCE			23,184.00	16,361.00	8,378.00	3,072.00	3,114.00	8,552.00	12,095.00			

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE
 * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY
 ** - ENVIRONMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)
 *** - Projects to be merged with I-85 @ I-385 Design/Build
 **** - Projects may be combined for cost saving, if possible.
 ***** - Preliminary Engineering termini includes the future Phase 2, extending to Saluda Dam Rd.

GPATS FINANCIAL STATEMENT (CONT)

PIN #	NON-GUIDESHARE PROJECTS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TIP COST (2012-2017)	REMAINING COST (2018+)	FUNDING
	US 29 - CHURCH STREET IMPROVEMENTS	600 C									NHS
707	WHITE HORSE RD - US 25 (BROADWAY BLVD (S-1047) TO NORTH OF S-506)										APPALACHIAN DEV.
37569	WOODRUFF (SC 146) AND BENNETTS BRIDGE (SC 296) INTERSECTION										SAFETY
37447	SC 153 WIDENING FROM NEAR COOPER ROAD TOWARD I-85 FOR 0.25 MILE	343 C									EARMARK
38110	I-85 (WIDEN TO 8 LANES FROM US 25 TO SC 129) *										NHS/IM
	I-385 (WIDEN TO 6 LANES FROM NORTH OF S-272 TO I-85)										NHS/IM
38111	I-85 @ I-385 (EXIT 51)		11,000 R 17,000 C	60,000 C	80,000 C	70,000 C			\$221,000		NHS/IM
	I-385 / S-272 INTERCHANGE										NHS/IM
	SAFETY PROJECTS (INCLUDES P,R, & C)										
	PAVEMENT MARKINGS & SIGNING PROJECTS										
	ITS (INTERSTATE)										
	INCIDENT RESPONSE PROGRAM										
	RESURFACING PROJECTS										
	BRIDGE REPLACEMENT & REHAB PROJECTS										
	APPROPRIATION EARMARKS										
	EXEMPT SUBTOTAL	\$343	\$28,000	\$60,000	\$80,000	\$70,000			\$238,000		

PIN #	ARRA PROJECTS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TIP COST (2012-2017)	REMAINING COST (2018+)	FUNDING
	RESURFACING PROJECTS - PHASE 1 ALL PROJECTS IN GREENVILLE, PICKENS, LAURENS, SPARTANBURG, & ANDERSON COUNTIES										ARRA
	RESURFACING PROJECTS - PHASE 2 ALL PROJECTS IN GREENVILLE, PICKENS, LAURENS, SPARTANBURG, & ANDERSON COUNTIES										ARRA
	US 123 & PRINCE PERRY ROAD BRIDGE IMPROVEMENTS										ARRA
	FAIRFOREST WAY WIDENING										ARRA
	SC 153 WIDENING - NEAR COOPER ROAD TO I-185										ARRA
	SIB SUBTOTAL										

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE
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 ** - ENVIROMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium)

SAFETEA-LU EARMARK PROJECTS											
	WEST GEORGIA ROAD IMPROVEMENTS SAFETEA-LU #	205 P	200 R 795 C							\$1,200	SPENDING LIMITATION FEDERAL - \$3,072,456 MATCH - \$341,384
	INTERNATIONAL CENTER FOR AUTOMOTIVE RESEARCH (ICAR) AND RECONSTRUCTION OF FAIRFOREST WAY - SAFETEA-LU # 2997 *										SPENDING LIMITATION FEDERAL - \$1,365,536 MATCH - \$341,384
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER IMP. SAFETEA-LU # 533 (BUS AND BUS FACILITIES) *										SPENDING LIMITATION FEDERAL - \$1,000,000 MATCH - \$213,176
	SAFETEA-LU EARMARKS SUBTOTALS		\$995							\$1,200	

FEDERAL TRANSIT ADMINISTRATION											
	GREENVILLE TRANSIT AUTHORITY (CA)	2,140	2,204	2,271	2,339	2,409	2,481	2,556	\$14,259		FTA SECTION 5307
	GREENVILLE TRANSIT AUTHORITY (GREENVILLE CO. PLANNING COMM.) (PL)	77	79	79	79	79	79	79	\$474		FTA SECTION 5303
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (PL)	24	24	24	24	24	24	24	\$144		FTA SECTION 5303
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (CA)	970	937	957	986	1,016	1,046		\$4,941		FTA SECTION 5307
	FTA SUBTOTAL	\$3,211	\$3,245	\$3,330	\$3,427	\$3,527	\$3,630	\$2,659	\$19,819		

ENHANCEMENT PROJECTS	UNSPENT THROUGH FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	COST (2012-2017)	REMAINING COST (2018+)	FUNDING
GREENVILLE COUNTY	902	1,754									STP/ENH
CITY OF GREENVILLE REEDY RIVER GREENWAY PHASE IV \$ 135		845									STP/ENH Carryover
CITY OF GREER SUBER ROAD SIDEWALKS \$ 104		324									STP/ENH Carryover
CITY OF MAULDIN US 276/SC 417 GATEWAYS \$ 582		248									STP/ENH Carryover
BUTLER RD GUIDESHARE \$ 94			55						55		39 in Carrover
CITY OF SIMPSONVILLE	160	291									STP/ENH
CITY OF FOUNTAIN INN DEPOT STREET STREETScape \$ 67		180									STP/ENH Carryover
CITY OF TRAVELER'S REST PEDESTRIAN WAYFINDING SIGNAGE \$ 113		155									STP/ENH Carryover
PICKENS COUNTY	104	370									STP/ENH
CITY OF EASLEY	198	336									STP/ENH
CITY OF PICKENS HWY 8/183 DOWNTOWN LANDCAPING \$ 34		140									STP/ENH Carryover
CITY OF LIBERTY	34	140									STP/ENH
ANDERSON COUNTY	104	224									STP/ENH
ENHANCEMENT SUBTOTAL		\$ 5,007.02	\$ 54.81	\$ -	\$ -	\$ -	\$ -	\$ -	55		
ENHANCEMENT ALLOCATION		\$ 643.64	\$ 643.64	\$ 643.64	\$ 643.64	\$ 643.64	\$ 643.64	\$ 643.64	\$ 643.64	\$ 4,505	
ADDITIONAL GUIDESHARE		\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00			
CARRYOVER		\$ -	\$ (4,163.38)	\$ (3,374.56)	\$ (2,530.92)	\$ (1,687.28)	\$ (843.64)	\$ (0.00)			
BALANCE		\$ (4,163.38)	\$ (3,374.56)	\$ (2,530.92)	\$ (1,687.28)	\$ (843.64)	\$ (0.00)				

FY 2012-2017 TIP GRAND TOTAL											
		\$13,498	\$55,616	\$87,867	\$105,287	\$90,039	\$14,746	\$15,669	\$370,073	\$39,428	

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

**GPATS-MPO Resolution Adopting the FY 2012-2017
Transportation Improvement Program**

WHEREAS, the U.S. Department of Transportation provides financial assistance to public agencies for transportation technical studies; and

WHEREAS, the U.S. Department of Transportation requires approval of regional transportation plans and programs by the Metropolitan Planning Organization (MPO) in accordance with 23 U.S.C Part 450; and

WHEREAS, this list of projects must be reviewed by SCDOT, FHWA, FTA and SCDHEC to ensure that projects meet Air Quality Conformity Standards and other federal requirements thereof; and

WHEREAS, the Greenville – Pickens Area Transportation Study and Policy Committee is the duly designated Metropolitan Planning Organization for the Greenville – Pickens Urbanized Area; and

WHEREAS, the Greenville – Pickens Area Transportation Study through its standing committees and Public Participation Plan which requires public involvement has considered the FY 2012-2017 Transportation Improvement Program obligated project list; and

NOW, THEREFORE BE IT RESOLVED BY THE GPATS – METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE THAT IT ENDORSES THE FY 2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM WHICH WILL BE INTEGRATED WITH THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

Adopted this 20th day of June, 2011 by the GPATS Policy Coordinating Committee.

Attested by:

SCDOT – Area Engineer
Michael Sullivan, P.E.

GPATS Policy Coordinating Committee
David L. Thomas - Chairman



Greenville County Planning Department

**301 University Ridge, Suite 400
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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: June 20, 2011

SUBJECT: Endorsement resolution GCEDC Multimodal Transit Corridor Alternatives Feasibility Study

TranSystems completed the Multimodal Transit Corridor Alternatives Feasibility Study for the Greenville County Economic Development Corporation (GCEDC). This study focuses on a 3.42-mile segment of rail corridor owned by GCEDC. The group initiated this study to determine the feasibility of a high capacity transit system between the cities of Greenville, Mauldin, Simpsonville, and Fountain Inn. Both of these plans will help guide improvements to local transit operations.

1. GPATS Policy Committee to endorse the Multimodal Transit Corridor Alternatives Feasibility Study

Pending approval of the plan by GPATS Policy Committee, the Multimodal Transit Corridor Alternatives Feasibility Study will be brought to Greenville County Council.

GCEDC



Multimodal Transit Corridor Alternatives Feasibility Study



FINAL REPORT

March 2010



MULTIMODAL TRANSIT CORRIDOR ALTERNATIVES FEASIBILITY STUDY

Prepared for:

The Greenville County Economic Development Corporation (GCEDC)

Prepared by:

TranSystems Corporation
101 North Main Street
Greenville, SC 29601

**FINAL REPORT
MARCH 2010**

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



1.0 Executive Summary

1.1 Study Background

On May 28, 1999, the Greenville County Economic Development Corporation (GCEDC) purchased approximately 13 miles of rail corridor located in Greenville County formerly owned by RailTex of San Antonio, Texas (now RailAmerica). This purchase was divided into two rail segments, a north rail segment which runs for about 9.8 miles between the City of Greenville northwest to the City of Travelers Rest on the former Greenville and Northern (G&N) Rail Line (known as the Swamp Rabbit Trail) and the southern segment, a section of approximately 3.42 miles in length. The GCEDC purchased the corridors to rehabilitate and preserve valuable public transportation links to provide passenger transit service and recreation opportunities and improve access to jobs while promoting economic growth.

The southern segment is the subject of this study. The GCEDC initiated this study to determine the feasibility of a high capacity transit (HCT) system between the cities of Greenville, Mauldin, Simpsonville and Fountain Inn (see Figure 2-1 Study Corridor Map). GCEDC owns the portion of the right-of-way from approximately Pleasantburg Drive on the north to Forrester Drive on the south. Northwest of the GCEDC owned right-of-way, the property is privately held. The tracks have been removed and the right-of-way remains vacant up until the point the railroad right-of-way nears the roadway intersection of Washington Street and Laurens Road in Greenville. At this point, the former railroad right-of-way has been built upon and it is assumed that transit service would not be restored in this section. Alternatives to get into downtown Greenville on street were developed as part of this study. South of Forrester Drive, the tracks are owned by RailAmerica, with operations by the Carolina Piedmont Division Railroad (CPDR).

The population for Greenville County has been steadily increasing over the decades and projections show that the population will increase by 43% from the year 2000 to the year 2030. Most of this growth is expected to occur in areas surrounding downtown Greenville and along the transit corridor, west of Interstate 385 in Mauldin and Simpsonville. This expected increase in population will continue to place pressure on area roadways to handle the expected growth in travel demand. Many of the study area roadways and highways are already approaching capacity or are at capacity. The visionaries of the County feel that transit is an integral component in helping to alleviate some of the negative impacts the expected population growth will have. Transit has many environmental and health benefits, including reducing the carbon footprint, helping to contain sprawl by encouraging more compact and walkable communities, and improving air and water quality.

1.2 Transit Oriented Economic Development

One of the great advantages of a dedicated transit corridor is its capacity to focus economic growth and development. A dedicated transit corridor spine can provide developers with a more predictable and diverse market for the development of Transit Villages. Transit Villages can stimulate economic growth by expanding the tax base with property development, by creating new jobs, and by providing quality lifestyle alternatives to attract progressive and innovative corporations to Greenville County. Transit villages offer an opportunity to create more traditional, compact communities or TNDs (Traditional Neighborhood Development), directing some of Greenville County's new growth into the existing development footprint, reducing environmental damage, improving quality of life, and protecting the natural beauty of the countryside.

Transit Village design can have a dramatic impact on the character and quality of each community along the transit corridor. Thoughtful Transit Station design can stimulate growth of neighboring homes and businesses. Development around the stations should provide a mix of uses, a comfortable pedestrian environment, and easy access to other modes including auto, taxi, bus bikeways, and trails. The design sidewalks, landscaping, and



pedestrian friendly streets should provide a comfortable and safe environment for residents and visitors. A mix of uses in the station areas will keep the areas active and safe.

1.3 Recommended Transit Alternative

Four types of transit modes that would be most appropriate given the characteristics of the study area were considered. These modes are:

- Commuter Rail (CR)
- Light Rail Transit (electrified and diesel powered- LRT/DLRT)
- Streetcar (STC)
- Bus Rapid Transit (BRT)

In addition, the use of the corridor as a multimodal corridor for bicycles and pedestrians was considered. Regional connections and interface with existing and proposed transit were also examined. This included the potential interface with the Amtrak station in downtown Greenville. The Norfolk Southern Railroad on which Amtrak operates is one of the alternative corridors being studied for South East High Speed Rail. Additionally the potential to connect with the Swamp Rabbit Trail's was examined.

Each of the alternatives was evaluated and ranked based on quantitative and a qualitative data. The criteria analyzed were:

- Capital cost
- Operating cost
- Ridership
- Travel time
- Frequency
- Convenience of trip
- Access to activity centers.

The results of the ranking system indicated that the alternatives that ranked the highest were the bus rapid transit (BRT) and the Light Rail Transit (electrified and diesel powered - LRT/DLRT) alternatives. The commuter rail alternative was not ranked as high due to the fact it would require a transfer onto a bus in order to continue the trip into downtown Greenville. This operating scenario would attract fewer riders, increase travel time and be inconvenient. The streetcar alternative would be as costly to implement as an LRT system but would not be expected to serve the same number of riders due to its lower operating speed. Also, streetcars are designed to operate typically over shorter distances than the length of the corridor, as they don't have the same vehicle amenities as other rail vehicles. Of the highest ranked alternatives, the BRT alternatives are significantly less expensive than the LRT and DLRT alternatives.

It is recommended that the GCEDC proceed with the BRT - Main Street Alternative as the preferred alternative. The BRT – Main Street alternative is expected to attract more riders due to the fact that it serves the main business districts of each community and was designed with branch lines that would provide service closer to potential rider's homes. The capital cost estimate for this alternative for the full build out is \$45.2 million (2009 dollars). An initial start-up operation which would allow the alternative to provide service between Downtown Greenville and the limits of the GCEDC owned right-of-way would be approximately \$3.6 million.

Integral to implementation, however, is the need to identify a dedicated funding source for operation of the BRT. There is no dedicated local funding source for transit in Greenville County presently. Before any major new transit investment can take place this issue needs to be resolved.



2.0 Project Background

2.1 Purpose of the Study

On May 28, 1999, the Greenville County Economic Development Corporation (GCEDC) purchased approximately 13 miles of rail corridor located in Greenville County formerly owned by RailTex of San Antonio, Texas (now RailAmerica). This purchase was divided into two rail segments, a north rail segment which runs for about 9.8 miles between the City of Greenville northwest to the City of Travelers Rest on the former Greenville and Northern (G&N) Rail Line and the southern segment, a section of approximately 3.42 miles in length. The GCEDC purchased the corridors to rehabilitate and preserve valuable public transportation links to provide passenger transit service and recreation opportunities and improve access to jobs while promoting economic growth.

The southern segment is the subject of this study. The GCEDC initiated this study to determine the feasibility of a high capacity transit (HCT) system between the cities of Greenville, Mauldin, Simpsonville and Fountain Inn. The balance of the corridor is on or near a freight railroad owned by RailAmerica, with operations by the Carolina Piedmont Division Railroad (CPDR).

Besides determining HCT along the corridor, this study also examines connectivity with other existing and planned transportation corridors, including the northern segment of the former G&N Rail Line, approximately 10 miles in length from the City of Greenville northwest to the City of Travelers Rest. This former railroad has been converted to the Swamp Rabbit Tram/Trail (SRTT) which is operated by the Greenville County Recreation District. It is currently used as a biking and walking multi-use path with the potential for a rubber-tired tram.

Regional connections that will be examined include the potential interface with existing Amtrak service and future high speed rail service. Amtrak operates the Crescent Route between New York-Washington-Atlanta-New Orleans with a stop in Greenville. The current Amtrak Station is located at 1120 W. Washington Street near downtown Greenville. The Norfolk Southern Railroad on which Amtrak operates is one of the alternative corridors being studied for South East High Speed Rail. Another corridor being studied is to connect Greenville southeast to Laurens and beyond to Columbia and Charleston.

2.2 Study Area

The study area extends from downtown Greenville on the north to the City of Fountain Inn on the south, a corridor approximately 18 miles in length. See Figure 2-1. The portion of the study area (3.42 miles) owned by the GCEDC extends from approximately Pleasantburg Drive on the north to near Forrester Drive on the south. The tracks are leased back to the CPDR for storage of empty rail cars. South of this section, the study area extends down to the City of Fountain Inn on railroad right-of-way upon which the CPDR operates freight service.

Northwest of Pleasantburg Drive the property is privately held. The tracks have been removed and the right-of-way remains vacant up until the point the railroad right-of-way nears the roadway intersection of Laurens Road/Washington Street. At this point, the former railroad right-of-way has been built upon and it is assumed that transit service would not be restored in this section of the former railroad right-of-way. Alternatives to get between this point in the corridor and downtown Greenville were developed as part of this study.



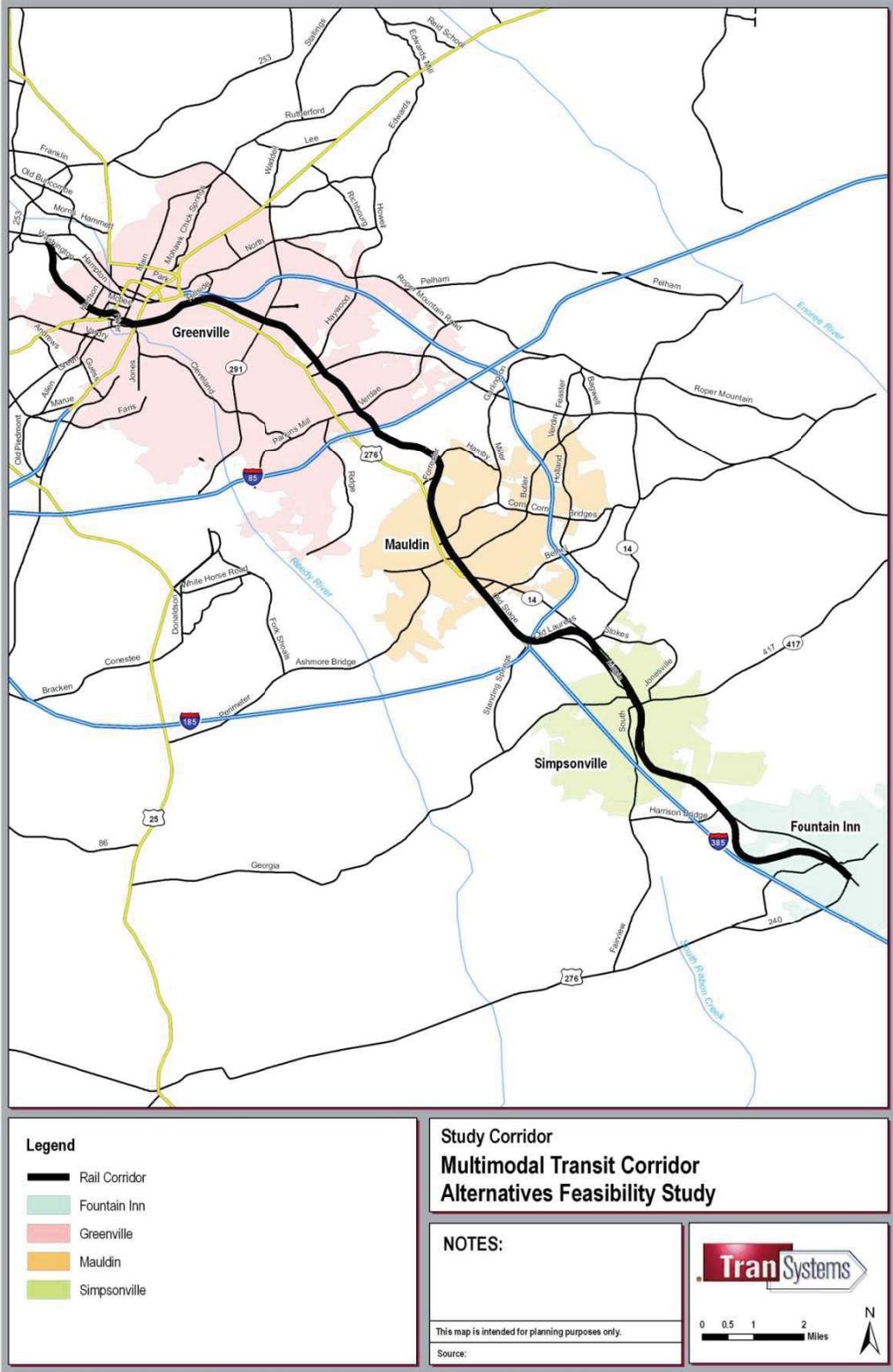


Figure 2-1: Study Corridor

June, 2009





Greenville County Planning Department

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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: Daniel McGee, Transportation Manager

DATE: June 20, 2011

SUBJECT: Project Update

The attached is a status update of the projects the South Carolina Department of Transportation is working on. Mr. Tommy Elrod will be addressing the Policy Committee and answer any questions the Committee might have.

Status Report – June 3, 2011

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 cost estimate is prepared and compared against the construction bids.

Interstate

I-385 Rehabilitation: I-26 to near SC 101, Laurens County; McCarthy Improvement Company; Aug. 15, 2010 contract completion date; NB lanes closed 1/4/10 and re-opened 7/23/10; total cost \$61 million

I-385 Rehabilitation: Laurens Co. line to north of Fairview St., Greenville County, work began 12/10/09 with a July 31, 2011 completion date, Eagle Const., \$14 million construction contract, raise SC 418 and Fairview Street bridges, rehabilitate pavement, add concrete median barrier wall, extend Fairview Street northbound on-ramp

I-385 Design-Build Widening: widen 5.5 miles from south of I-185/US 276 to south of Woodruff Road and repave an additional 1.5 miles to north of I-85 for a total project length of 7 miles in Greenville County, design-build project to widen to 6 lanes and rehabilitate the mainline and ramp pavement and add ITS/camera coverage, Lane Construction is the contractor at a total estimated cost of \$78 million (including \$36.9 million ARRA funds) and a duration of 745 days (October 2012 completion); strengthening of the shoulder pavement is underway, to allow traffic to be shifted to the outside; temporary barrier wall to be placed along the median with work in the median beginning spring 2011

I-85/I-385 Interchange Upgrade: interchange improvement project will include completing the 6-laning of I-385 from south of Woodruff Road to north of I-85; other improvements include auxiliary lanes and additional ramp pavement on I-85 between Pelham Road and I-385, collector-distributor roads along I-385 and replacing loop ramps with directional ramps; the environmental document is scheduled for completion late 2011, followed by R/W acquisitions in 2012 with construction anticipated to begin in 2013; any work requiring lane closures will be performed at night, approximately \$235 million budget; SCDOT is considering design-build project delivery once the environmental phase is complete; a public information meeting was held Thursday, January 27, 2011, from 5:00-7:00 pm at Beck Academy

I-185 Rehabilitation: resurface southbound I-185 from near the end of Mills Avenue to just beyond the White Horse Road overpass; opened bids December 14, 2010; Ashmore was low bidder at \$1,884,779; construction is anticipated summer 2011 with a completion date of 11/30/11

I-85 Rehabilitation: resurface northbound I-85 from near White Horse Road to near Laurens Road and southbound I-85 from near Laurens Road to near SC 14; opened bids Dec. 14, 2010; Rea Construction

was low bidder at \$20,508,129; construction is scheduled to begin summer 2011 with a completion date of 11/30/12

ARRA

US 123 in Easley: raise US 123 about 10-ft. to match the grade of the new Prince Perry bridge; Eagle Construction was low bidder at \$4,708,356 for the SCDOT/ARRA project (Taylor & Murphy is the contractor for the remainder of the Town Center infrastructure work); work began 12/21/09 and the contract completion date was 9/30/10; the reconstructed intersection at US 123/Prince Perry Road and the new Prince Perry bridge opened to traffic August 27, 2010

Fairforest Way in Greenville: reconstruct Fairforest Way from Mauldin Road to Ridge Road; opened bids April 2010, with Morgan Corp. low bidder at \$6,045,832; construction began 8/23/10 and the contract completion date is 8/31/11

Church Street in Greenville: reconstruct Church Street from Reedy River to Augusta Street, providing a four lane roadway with left turn lanes at major intersections and with curb, gutter, sidewalks, bike lanes and landscaping; SCDOT opened bids July 13, 2010 but low bid was 15% over estimate so project was re-bid in October; \$4,299,865.50 contract has been awarded to S&S Construction of Anderson, SC; work began February 2011 with a completion date of 06/30/12; SCDOT is providing up to \$5.1 million (federal + state match) for this project, with the City of Greenville responsible for any amount over \$5.1 million; the City of Greenville hosted a public information meeting on Wednesday, January 19 from 5:30-7:00 pm

SC 153 Widening Phase I in Anderson County: widen SC 153 to 3 lanes from the Saluda River/county line to Cooper Road; bids were opened January 2010 and Larry Green Grading was low bidder at \$539,990; work began 4/14/10 with substantial completion on 8/31/10

Total ARRA funds obligated within GPATS boundary is approx. \$52.6 million. This includes approx. \$36.9 million for the I-385 Design-Build widening project.

GPATS TIP

SC 101/290 N. Buncombe Road in Greer: widen to 5 lanes from Wade Hampton Blvd to SC 101/290 split; 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 and R/W plans scheduled for completion mid-2011, with R/W acquisitions scheduled for 2011/2012 and construction beginning 2013

Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from near SC 14 to Roper Mountain Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; a public information meeting was held November 9, 2010 at Oakview Elementary, with 310 attendees, with a large majority of the comments favoring relocating Batesville Road to the west side of Ebenezer UMC rather than widening the existing road through the cemetery and displacing 100 graves; environmental studies/documentation and R/W plan

preparation will occur in 2011 with R/W acquisitions scheduled for 2012 and construction for 2013 and 2014; \$1.75 million of safety funds are available towards the improvements at the Anderson Ridge Road, Godfrey Road and Roper Mountain Road intersections

SC 183 Intersections in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Road, at Jim Hunt Road and at Jameson Road; environmental document completed October 2010; R/W acquisitions are underway for the Alex Road intersection, with construction scheduled for FY 12 using \$1.5 million from Appalachian COG; construction of the Jim Hunt and Jameson intersections is anticipated for FY 16/17 using GPATS funding

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, with acquisitions occurring this year and construction in 2012; enhancements including landscaping and stamped crosswalks are anticipated to be included with the construction; a public information meeting was held Dec. 16, 2010 at Mauldin HS

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; preliminary design and environmental studies underway, with R/W acquisitions scheduled for 2012 and construction for 2014 and 2015

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; surveys are complete and environmental studies and R/W plan preparation are underway; R/W acquisitions are scheduled for 2012 and construction for 2013

SC 153 Extension in Easley: extend SC 153 1.5 miles to Prince Perry Road, including a new bridge over the railroad; the environmental studies will have to evaluate beyond Prince Perry Road to Saluda Dam Road and possibly beyond, depending on the results of the traffic modeling and coordination with FHWA concerning logical termini; the design contract with CECS in the amount of \$2,233,408 (based on a project scope including a 4 lane road, an additional interchange bridge, and a new location alignment with bridge over creek between Prince Perry Rd. and Saluda Dam Rd.) was executed 8/25/10; traffic modeling and environmental studies are underway, with a public info meeting anticipated summer 2011; R/W acquisitions are scheduled for 2012/2013, with construction beginning in FY 14

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; anticipate completing environmental studies/documentation and R/W plans in 2011; R/W acquisitions are scheduled for 2012; the \$200,000 R/W budget is based on substantial R/W donations so the cost estimate will increase if donations prove not feasible; construction is anticipated for 2013 and 2014

SC 153 Widening Phase II: widen SC 153 to 3 lanes from Cooper Road to near I-85; environmental document approved 8/3/10 and R/W acquisitions are complete; bids opened May 2011 with S&S Construction low bidder at \$528,860; construction completion date is 5/31/12

SC 183 @ SC 8 in Pickens: improve the intersections of Farris Bridge Road/Jewel Street and Jewel Street/Jones Avenue, and improve Jewel Street (SC 8) adjacent to the (former) Pickens HS in the City of Pickens; environmental document approved 7/29/10; right of way funds were obligated 11/29/2010 and the acquisition process will be ongoing throughout 2011; construction is scheduled to begin by mid-2012

SC 101 @ Fews Chapel Road in northern Greenville County: improve the intersection of O'Neal Road and Fews Chapel Road; environmental document approved 7/16/10; R/W acquisitions are underway with construction scheduled for 2012

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; these improvements 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; these improvements 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 Thursday, January 20, 2011, from 5:00-7:00 pm at Faith Temple Fellowship Hall, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design that would leave the intersection closer to the existing location is being developed; R/W acquisitions are scheduled for 2012 with construction beginning in 2013

Brushy Creek Road @ Pearson/Nancy Streets in Easley: improve the intersection of Brushy Creek Road and Pearson/Nancy Streets in the City of Easley; environmental document was approved 2/22/10, the R/W acquisition process was initiated 4/22/10 and is complete; bids were opened April 2011 with Sloan Construction the low bidder at \$1,468,140; construction completion date is 5/31/12; this is a jointly funded project with the Pickens CTC providing PE funding and \$465,000 of construction funds

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; preliminary design is underway, with R/W acquisitions scheduled for 2012 and construction for 2013

US 178 Ann Street @ Jones Street in the City of Pickens: this is a proposed 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 and construction phases

SC 146 Woodruff Road Widening in Greenville County: widen Woodruff Road between Scuffletown and Bennetts Bridge Roads; surveys are complete and preliminary design underway, with the R/W phase scheduled for 2013 with construction beginning in 2014

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; PE is scheduled to begin in FY 12 with R/W acquisitions in FY 15 and construction in FY 16

Roper Mountain Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; PE is scheduled to begin FY 12 with R/W acquisitions in FY 15/16 and construction in FY 17

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and Garlington Road; anticipated improvements include widening to three lanes with bike lanes, curb, gutter and sidewalks; PE is scheduled to begin FY 12 with R/W acquisitions in FY 15/16 and construction in FY 17

Butler Road (S-107) improvements between Corn/Bridges Road and Laurens Road (US 276) in the City of Mauldin; PE is scheduled to begin FY 12 with an alternatives analysis, with R/W acquisitions in FY 16/17; construction phase is beyond the 6-Year TIP period

Batesville Road (S-164) improvements between The Parkway and Pelham Road in Greenville County; anticipated improvements include widening to three lanes with sidewalks; PE is scheduled to begin FY 16; R/W and construction phases beyond the 6-Year TIP period

US 25 White Horse Road in Greenville County: bids were opened April 2010 with Eagle Construction the low bidder at \$17.6 million; construction began 7/14/10 with a contract completion date of 9/30/12

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

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