

<p style="text-align: center;">AGENDA GPATS POLICY COORDINATING COMMITTEE SEPTEMBER 20, 2010 Conference Room A - County Square 10:00 a.m.</p>
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1. CALL TO ORDER

Chairman
Senator David Thomas

action: 2. APPROVAL OF THE JUNE 21, 2010 MINUTES Attachment 1

action: 3. RESOLUTIONS ADOPTING COMPLETED PLANS Attachment 2

- Transit Vision & Master Plan (Greenlink/GTA) *Dan McGee*
- Multi-modal Transit Corridor Alternatives & Feasibility Study (GCEDC-Greenville County)

4. FY 2011 GUIDESHARE & ENHANCEMENT FUNDS Attachment 3
Attachment 4
Keith Brockington

5. PROJECT STATUS REPORT Attachment 5
Tommy Elrod

action: 6. FY 2010-2015 TIP AMENDMENTS Attachment 6

- Job Access & Reverse Commute projects *Greg Baney*

action:

- Batesville Road termini and scope Attachment 7
- SC 183 (Pickens County) Intersection Projects *Tommy Elrod*
- SC 153 Extension in Easley
- Brushy Creek Road at Pearson/Nancy Streets shortfall

7. NEW BUSINESS

- SC 153 Corridor Plan
- City of Greenville Bicycle Master Plan
- TIGER II Grant
- Brushy Creek Greenway Feasibility Study (Easley)
- LRTP Update – Citizens Advisory Committee formation
- Election of 2011 Policy Coordinating Committee Officers

8. PUBLIC COMMENT

9. ADJOURN

MINUTES
GPATS POLICY COORDINATING COMMITTEE
June 21, 2010
Conference Room A – County Square
10:03 a.m.

MEMBERS PRESENT: Senator Thomas, Chairman; Senator Martin; Representative Cooper; Representative Loftis; Mayor Danner; Mayor Godbey; Mayor Long; Mayor McCall; Mayor Owens; Mayor Waldrop; Councilor Willis; Councilor Burns; Councilor Gilstrap; County Council Chair Kirven; Councilor Meadows; Councilor Payne; Commissioner Adams; Commissioner Edwards; T. Usher; M. Long; B. Knight; and M. Carter

OTHERS PRESENT: G. Baney; T. Ponder; T. Fouche'; E. Dillon; H. Gamble; J. Gardner; R. Hawes; W. Ravenhorst; F. Simons; B. West; D. Spencer; K. Laird; S. Yudice; J. Owings; D. McGee; K. Brockington; T. Wedmore; and H. Hahn

The Chair called the meeting to order at 10:03 a.m.

Chairman Thomas welcomed Commissioner Johnny Edwards.

APPROVAL OF THE MARCH 15, 2010 MINUTES

MOTION: By Mayor Godbey, seconded by Mayor McCall to approve the minutes of the March 15, 2010 meeting as presented. The motion carried unanimously.

PRESENTATION OF FINAL FY2011 UPWP (Unified Planning Work Program)

Dan McGee addressed the Committee members regarding an outline of planning activities, scheduling and funding for the Fiscal Year 2011.

MOTION: By Mr. Burns, seconded by Mayor Danner to approve the FY2011 UPWP. The motion carried unanimously.

FY2010 - 2015 TIP AMENDMENT

Greg Baney with Greenlink addressed the Committee regarding an amendment to the TIP for a funding grant that would enable the City of Greenville's Parks and Recreation Department to purchase a 15 passenger minibus to provide transportation to elderly and disabled individuals of low to moderate income who rely on public transportation.

MOTION: By Mayor Waldrop, seconded by Mayor Godbey to approve the amendment to the tip for the purchase of a bus. The motion carried unanimously.

TRANSPORTATION ENHANCEMENT PROGRAM –Recommendation for application process

Keith Brockington addressed the Committee members on funding mechanisms for the Transportation Program for the upcoming Fiscal Year. He stated the Study Team had three options to consider:

Continue the current funding mechanism

1. To carryover previously unspent funds and jurisdictions not losing their previous allocations.
2. Population and allocation numbers to be updated as 2010 Census numbers are released.
4. Recommended removing future carryovers, unspent funds to revert to MPO for “projects of regional significance”.

Move to “Equitable Competitive Application” process

1. Carryover previously unspent funds; jurisdictions will not lose their previous allocations.
2. Funds are preserved for counties and their jurisdictions
 - Greenville County 70% (\$450,000 per year)
 - Pickens County 25%(\$160,910 per year)
 - Anderson County 5% (\$32,182 per year)
3. Project applications to be evaluated ranked and recommended by Study Team, and approved by Policy Committee.
4. Unspent funds revert to MOP for “projects of regional significance,” but are held to the preserved jurisdiction as much as possible.

Combine 1 and 2

1. Use both mechanisms on a 50/50 split of funding.
2. This would allow for jurisdictions to maintain regular funding, while allowing larger projects to compete for additional funds.

Following discussions, the following motion was made:

MOTION: By Mayor Danner, seconded by Mayor Godbey to have staff continue to develop the details for option two and return the details to the Committee at the September 2010 meeting. The motion carried unanimously.

At this time the Chairman moved the public comment item forward.

PUBLIC COMMENT

Ms. Virginia Barnette addressed the Committee members regarding the proposed Batesville Road widening project.

Mr. Harry Curtis addressed the Committee members regarding the proposed Highway 153 extension in Easley.

US 25 White Horse Road in Greenville County: bids were opened April 2010 with Eagle Const. the low bidder at \$17.6 million; anticipate construction beginning in July with a contract completion date of 9/30/12

Batesville Road in Greenville County: widen Batesville Road from near SC 14 to Anderson Ridge Road; current traffic count is 10,000-11,000 vehicles per day with the model predicting 20,000+ vehicles per day by 2030; local input received to date has been mostly opposed to 5 lanes and more in favor of 3 lanes; continuing to coordinate with Ebenezer UMC representatives concerning widening through the cemetery (and relocating approx. 100 graves) vs. relocating Batesville Road to the opposite side of the church; anticipate having a public information meeting within next 2 months to gather additional public input

NEW BUSINESS

Transit Vision and Master Plan

Rail Corridor Alternatives and Feasibility Study

Jim Brown with URA in Atlanta addressed the Committee members regarding the Transit vision and Master Plan. He stated the plan had received much public input and was available for review on the website www.ridegreenville.com.

John Owings addressed the Committee members in regard to the study recently completed by the GCEDC (Greenville County Economic Development Corporation) concerning the reuse of the rail corridor. The approval of GPATS would allow the GCEDC to apply for whatever Federal Grants are available.

MOTION: By Mr. Kirven, seconded by Ms. Willis to hold the item until the next Committee meeting. The motion carried unanimously.

There being no further business to come before the Committee, the Chair adjourned the meeting at 11:30 a.m.

A handwritten signature in cursive script, appearing to read "Helen Vohr", is written over a horizontal line.

Submitted by Recording Secretary



County of Greenville

"... At Your Service"

Department of Planning
301 University Ridge, Suite 400
Greenville, SC 29601
864-467-7270

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 20, 2010

SUBJECT: Endorsement resolutions for Transit Vision and Master Plan and GCEDC Multimodal Transit Corridor Alternatives Feasibility Study

URS recently completed the Transit Vision and Master Plan for Greenlink. The plan establishes a long-term transit vision for the area and includes specific operational recommendations for near-term, short/mid-term, and long-term implementation.

TranSystems also recently 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.

We ask GPATS Policy Committee to endorse the Transit Vision and Master Plan and 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. Please see these two resolutions included in Attachment 2.

GPATS – MPO Endorsement Resolution for the Transit Vision & Master Plan

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 program by the Metropolitan Planning Organization (MPO) in accordance with 23 U.S.C Part 450; and

WHEREAS, this list of recommendations will be implemented through collaboration between GTA, GPATS, SCDOT, FHWA, FTA and local units of government; 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 Transit Vision & Master Plan

NOW, THEREFORE BE IT RESOLVED BY THE GPATS – METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE THAT IT ENDORSES THE TRANSIT VISION & MASTER PLAN

Adopted this 20th day of September, 2010 by the GPATS Policy Coordinating Committee.

Attested by:

SCDOT –Area Engineer
Michael Sullivan, P.E.

GPATS Policy Coordinating Committee
David L. Thomas- Chairman

Introduction

Transit services have been operated in Greenville for over 100 years. Since 1974, the system has been operated under the Greenville Transit Authority (GTA). GTA has faced increasing challenges balancing its operating budget.

In late March 2008, the City of Greenville began operating the system under contract with GTA, and the system's brand was subsequently changed to Greenlink. The goals of the City's involvement were to stabilize GTA operations, make incremental transit improvements, and provide for long-term transit planning. In early 2009, Greenlink initiated a strategic planning process to establish the future direction for the system. The resulting *Greenlink Transit Vision and Master Plan* was developed to:

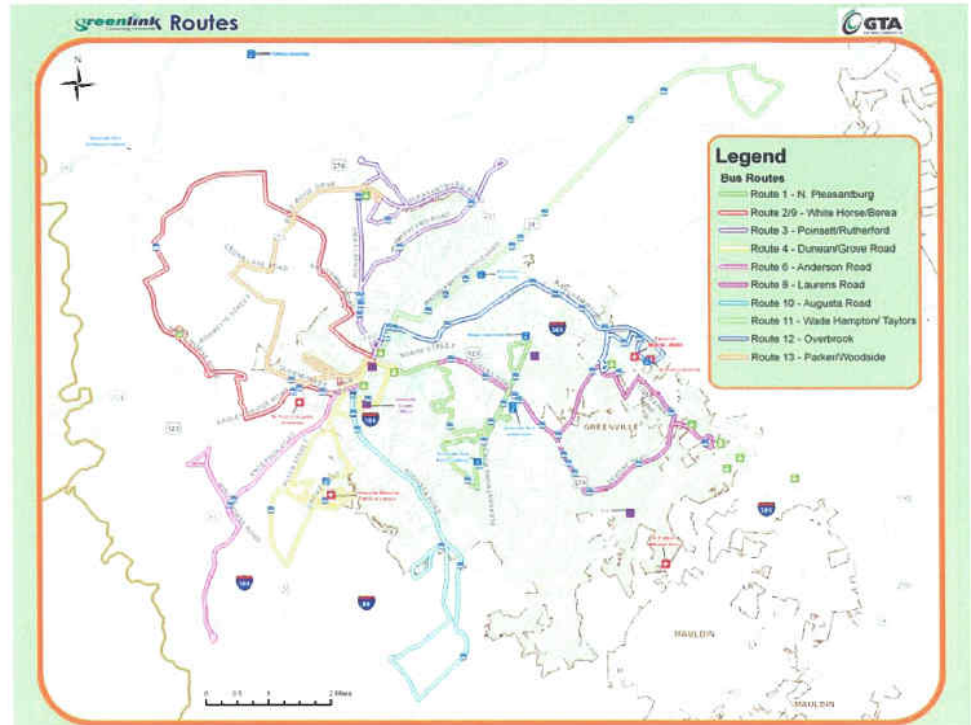
- Establish a long-term transit vision for the community;
- Examine and assess Greenlink to develop specific operational recommendations for near-term, short/mid-term, and long-term implementation; and
- Assist the GTA and its partners to establish transit policies and funding needed to develop a sustainable transit system that meets current needs and which can support future economic and community development.

Funding for this project was provided by the Federal Transit Administration, South Carolina Department of Transportation, Greenville County, and City of Greenville. Additional local sponsors included Bob Jones University, Clemson University, Greenville Technical College, and Furman University.

For More Information

Greenlink
City of Greenville
P.O. Box 2207
206 South Main Street
Greenville, SC 29602
(864) 232-2273
Website: www.ridegreenlink.com

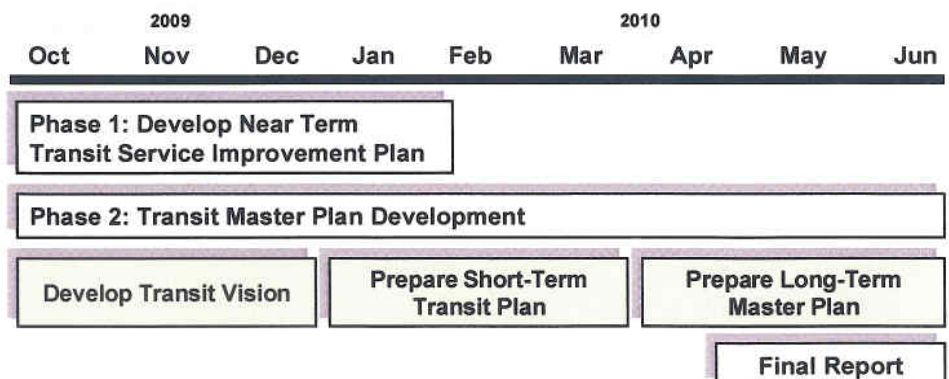
Existing Greenlink System Map



Study Tasks & Schedule

The *Greenlink Transit Vision and Master Plan* was divided into two phases. Phase I focused on establishing the system baseline, collecting and reviewing existing plans and studies, initiating development of the transit vision, and developing near-term

service recommendations. Phase II refined the transit vision and system goals, developed short and long-term recommendations to fulfill the transit vision, and developed an implementation framework, including a funding plan to support implementation.





Transit Vision and Goals

The **Transit Vision** and supporting **Goals** were developed to guide the system through the implementation of the plan. The vision and goals considered those identified through prior planning initiatives and input received through the plan development.

Plan recommendations support implementation of the Plans' Vision and Goals.

Greenlink Transit Vision

Greenlink supports the mobility, livability, and economic vitality of the Greenville region by:

- Providing convenient, safe, reliable, efficient, and financially sound public transit service, and
- Playing an increasingly important role in the community's transportation system.

Transit Goals

- Provide reliable and convenient service;
- Identify and establish long-term funding plan;
- Expand transit service options and connectivity;
- Increase community and public support through successful, phased service implementation;
- Tailor service to appropriately support and influence travel patterns, land use, and development; and
- Expand regionally.

Transit System and Service Recommendations

Near-Term System Improvements

Near-term service recommendations were identified for Greenlink to undertake within the next one to two years.

System Ride-Check - It is recommended that a ride-check be undertaken as resources allow to obtain meaningful stop level passenger activity, comprehensive route schedule adherence, and other pertinent data,

Paratransit Service Modification - Consid-

eration should be given to providing selected day/scheduled group trips from senior and/or service centers to common shopping or other destinations to effectively balance service demand and resources.

Facilities - A number of modifications are recommended or underway for various Greenlink facilities including:

- Relocating the operating facility;
- Improving aesthetics and lighting at the downtown Transit Center;

Recommendations continued on Page 3.

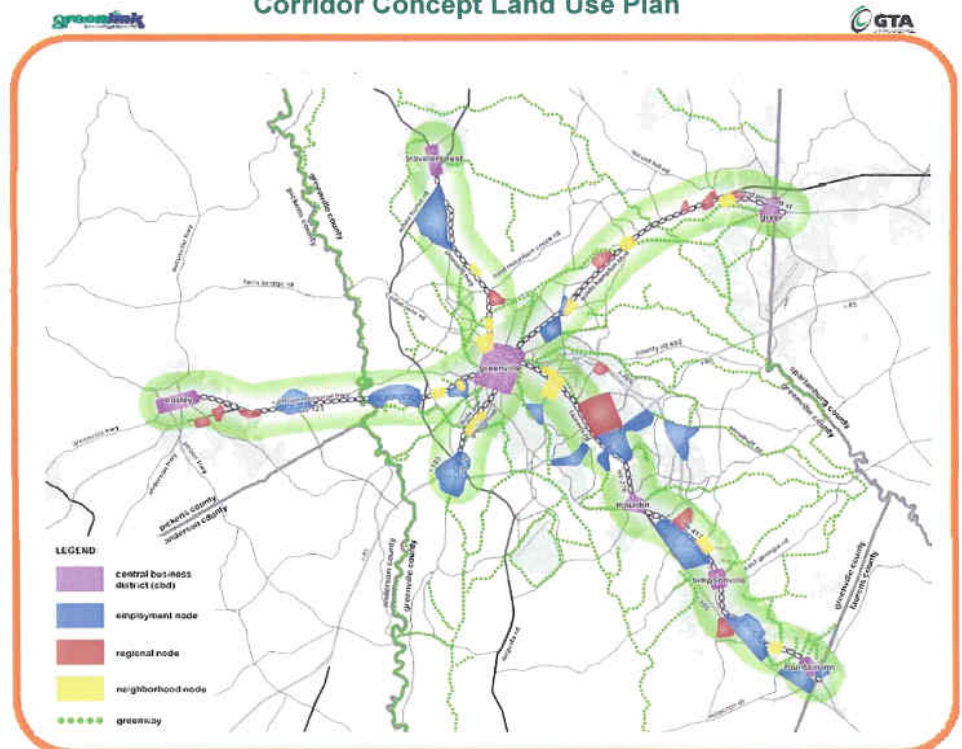
Corridor Concept Land Use Plan

A **Concept Land Use Plan** was developed to create a framework for development patterns along the primary transit corridors in the Greenville Region. The Concept Plan is intended to be general in nature and guide policies for the corridors.

Land use and development goals and principles were identified to direct development of the Concept Plan. The Concept Land Use Plan includes five development areas. The **Regional Node** is characterized by an intense mix of residential and commercial uses oriented around a transit station and/or regional road corridor. The **Cen-**

tral Business District (CBD) is characterized by a diverse mix of commercial, employment, and civic uses, and housing types. An **Employment District** has larger industrial, office, or other major facilities such as hospitals, manufacturing, warehouses, and flex space. The **Neighborhood Node** includes mixed-use buildings or mixed-use blocks of apartments, townhomes, ground-floor retail, and office uses which primarily serve the surrounding area with a high level of connectivity. **Green Connections** are places where open space connections are preferred for environmental preservation and/or pedestrian and bicycle connection purposes.

Corridor Concept Land Use Plan



Transit System and Service Recommendations

- Installing Greenlink bus stop signs on individual/dedicated posts to avoid conflicts with other infrastructure;
- Removing or replacing, as needed, older bus shelters and consider transitioning the bus shelter program to an advertising vendor.

Transit Bus Fleet - Nine older vehicles are currently being replaced. As capital funding opportunities allow, consideration should be given to continuing replacement of the remaining units. In addition, Greenlink should evaluate the potential for expanding exterior bus/van advertising as an additional revenue source.

Technology - To assist Greenlink staff in achieving more reliable data reporting capability from the GFI fare data system, additional staff training and hardware upgrades are recommended. Greenlink is deploying the following Intelligent Transportation System (ITS) transit related components:

- Automated vehicle location (AVL) system;
- Dedicated frequency and radio dispatch system for new and existing buses; and
- Surveillance cameras for each bus.

Consideration should also be given to installing surveillance cameras and customer information displays in the Transit Center.

Customer Information - The public time tables should be reviewed for content and graphic redesign. All service requests should be recorded into a log format and periodically reviewed for demand categorization and to prioritize implementation as resources become available.

Transportation Demand Management (TDM) Program - Key entities including local, state, and private organizations such as major employers should explore the applicability of establishing a TDM program for the Greenville region.

Governance - Consider formation of a transportation authority to advance funding initiatives.

Short/Mid-Term Improvements

The recommendations for short to mid-term transit system improvements, route network restructuring, and new transit services were developed for a three to five year implementation period. A major restructuring of the existing fixed route system is necessary to ensure meaningful service expansion and improvements are implemented. The recommended system includes the following services:

Fixed Routes - Service operating along a prescribed route according to a fixed schedule (Greenlink currently operates 11 fixed routes). The nine fixed routes in the plan include: 1-Nicholtown/Greenville Tech, 2-Poinsett Highway, 3-Poinsett/Rutherford, 4-Cedar Lane/NW Greenville Tech, 8A/B Laurens Road (Patewood and Woodruff), 10-Augusta Road, 11-Wade Hampton/Easley Bridge, 12-Pelham Road, and 53-White Horse Road.

Circulator Routes - Complement the fixed route network, offering services that enter into areas such as neighborhoods, shopping malls, and office parks; provide local trip making; and operate on secondary roadways. The recommended circulator route is 52-CU-ICAR Circulator.

Flex Routes - Involve a transit vehicle(s) operating along a fixed route, making scheduled stops along the way. Vehicles are allowed to deviate from the route to pick up and drop off passengers within a 3/4-mile buffer upon request. The vehicle then returns to the fixed route at the point at which it departed to accommodate the request. The two recommended flex routes are routes 6-Anderson/Greenville Hospital and 51-Greenville Tech/Bob Jones University.

On Call Service - Provides demand responsive service that connects to major shopping, medical, or transportation hubs within a specific zone. Because the service is flexible in nature, the on call vehicles can operate within a variety of land uses and demographic areas. The Plan envisions three on call service areas for the north and south sectors of Cedar Lane and the Wade Hampton/Tailors area.

Downtown Trolley - Typically operate in downtown areas, are linear in nature, and provide frequent service. One trolley route is recommended, Route 5-Downtown Trolley.

Express Service - These routes usually travel between the downtown sections of cities or major activity centers and residential suburbs or outer boroughs. The Plan includes four express bus routes: Mauldin-Simpsonville, GSP Airport Express, Greer Express, and Travelers Rest Express.

Bus Rapid Transit (BRT) - BRT uses buses to provide faster, more efficient service than an ordinary bus line, which is achieved by making improvements to existing infrastructure, vehicles, and scheduling. The Short/Mid-Term Plan includes the initial



segment of the BRT system between downtown Greenville and CU-ICAR campus.

Feeder Services - Provide connectivity to outlying BRT stations using smaller vehicles.

Long-Term Service Improvements

Long-term, expanded BRT and feeder services are recommended. Two regional BRT lines (East-West and North-South) would converge on a dedicated bus-only roadway from East Washington Street in downtown Greenville and travel along an abandoned rail corridor to the CU-ICAR campus east of I-85. The BRT would be complemented by feeder routes in Greer, Travelers Rest, Mauldin, Simpsonville, Fountain Inn, Easley, Pickens, Liberty and Powdersville.

The restructured system is shown on the following page.

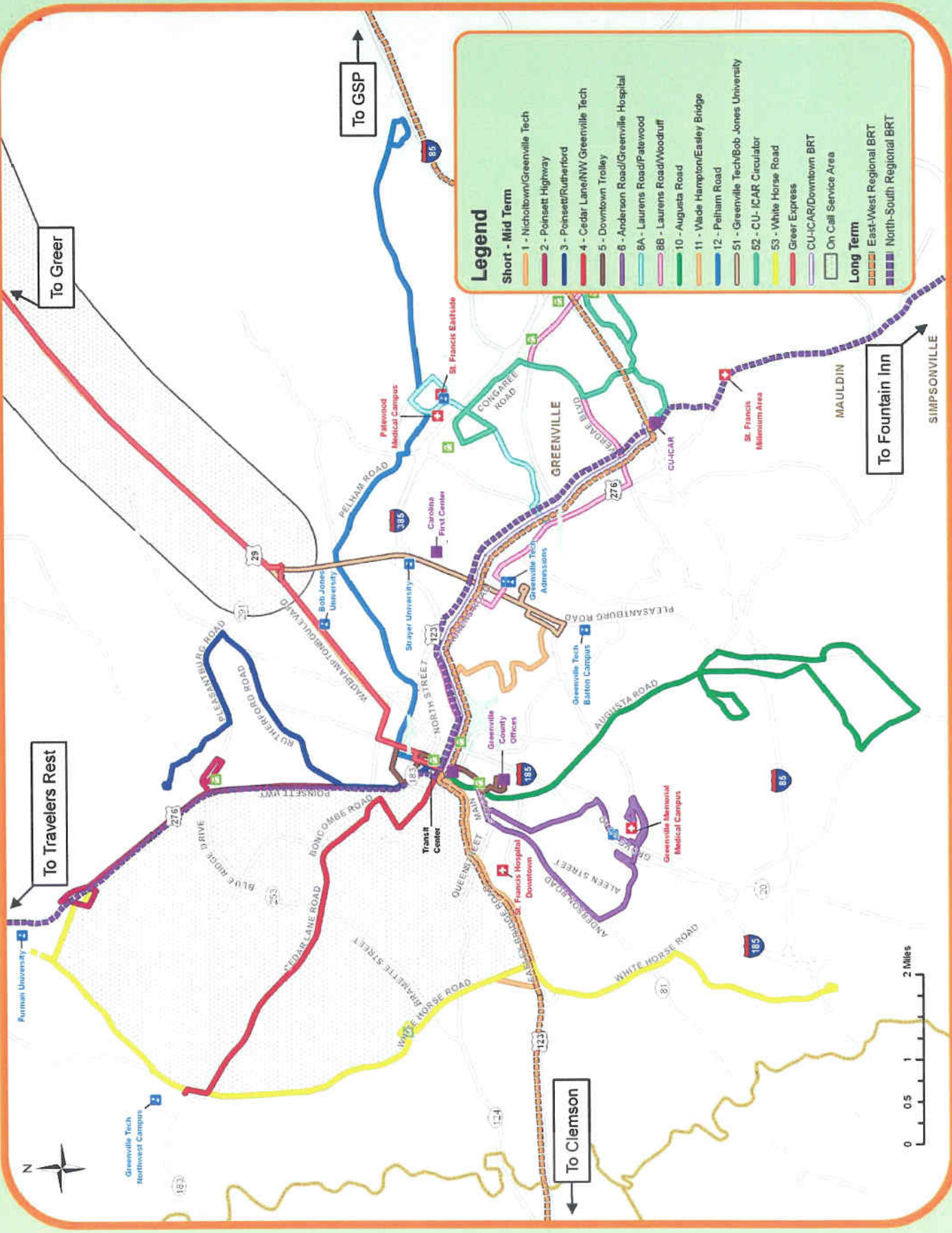
The table below summarizes the estimated service demands and operating and capital costs to implement the recommendations.

Category	Current	Year 3	Year 4	Year 6	Year 10
Peak # of Vehicles	11	25	34	42	61
Routes/Services	11	15	18	22	24
Operating Cost Est. (\$M/Yr)	\$3.5	\$8.9	\$12.3	\$13.0	\$20.3
Capital Cost Est. (\$M/Yr)	< \$1	\$29.2	\$20.7	\$17.5	\$25.1

A 1/2 cent county-wide sales tax, approved by referendum, will generate adequate local funds to support public transit while also providing increased investment in sidewalks, bicycle/walking trails and intersection improvements that support enhanced mobility, transit-oriented economic development and quality of life. A public opinion survey of Greenville County registered voters conducted for this study indicates significant support for this funding method.

LONG-TERM GREENLINK SYSTEM NETWORK

July 2010



GPATS – Endorsement Resolution for Multi-modal Transit Corridor Alternatives Feasibility Study

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 recommendations will be implemented through collaboration between Greenville County Economic Development Corporation (GCEDC); Greenville Transit Authority (GTA); Greenville-Pickens Area Transportation Study (GPATS); South Carolina Department of Transportation (SCDOT); Federal Highways Administration (FHWA); Federal Transit Administration (FTA) and local units of government; 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 Multi-modal Transit Corridor Alternatives Feasibility Study

NOW, THEREFORE BE IT RESOLVED BY THE GPATS – METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE THAT IT ENDORSES THE MUTI-MODAL TRANSIT CORRIDOR ALTERNATIVES FEASIBILITY STUDY

Adopted this 20th day of September, 2010 by the GPATS Policy Coordinating Committee.

Attested by:

SCDOT –Area Engineer
Michael Sullivan, P.E.

GPATS Policy Coordinating Committee
David L. Thomas- Chairman

GCEDC



Multimodal Transit Corridor Alternatives Feasibility Study



EXECUTIVE
SUMMARY
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.



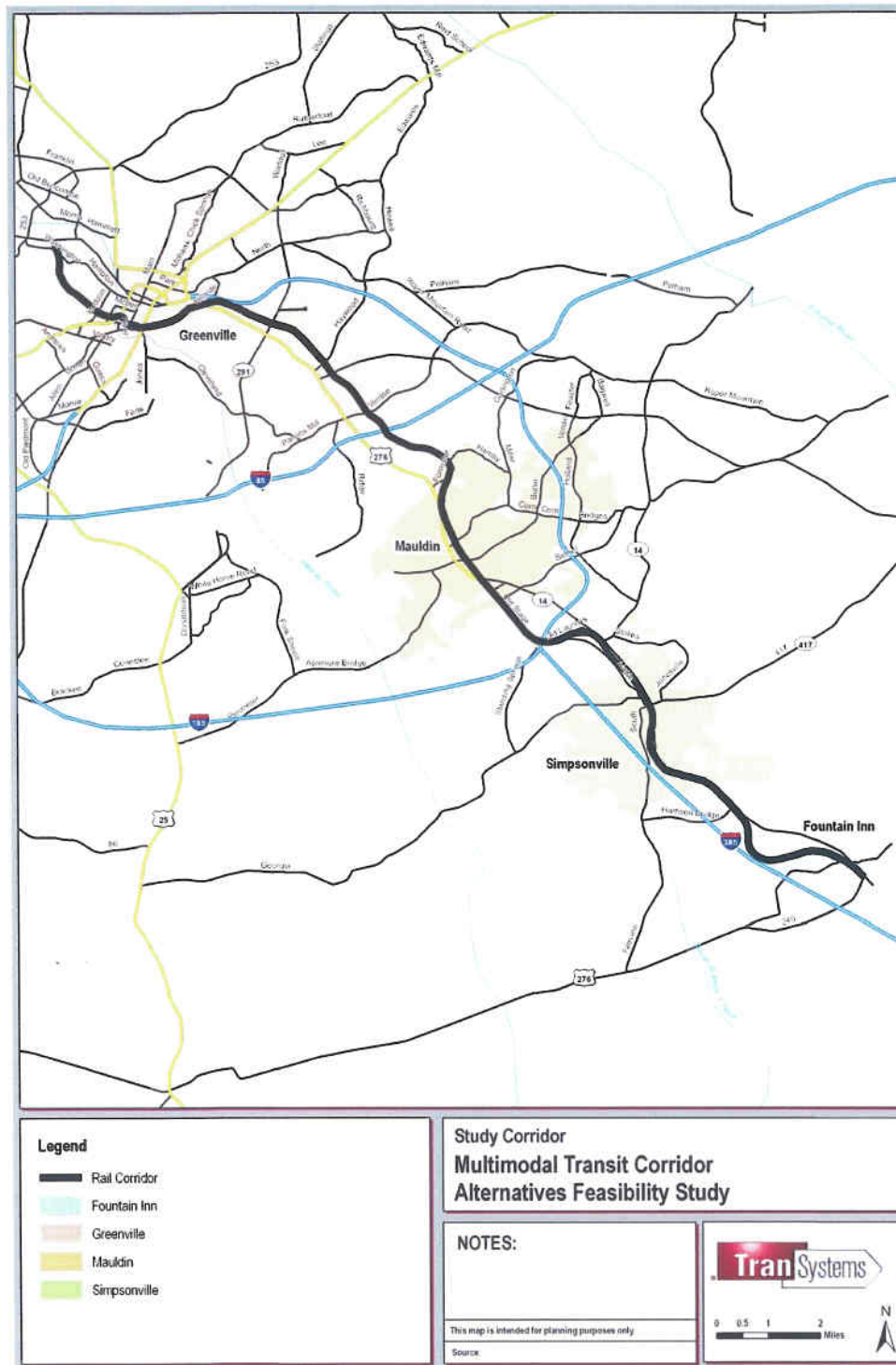


Figure 2-1: Study Corridor





County of Greenville

"... At Your Service"

Department of Planning
301 University Ridge, Suite 400
Greenville, SC 29601
864-467-7270

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 20, 2010

SUBJECT: Increase to the SCDOT Guideshare Funding

SCODT has increased the amount of Guideshare Funding made available to the South Carolina MPOs and COGs. This increase is effective immediately and will be applied to FY 2011 projects and all projects from here forward.

The increase amounts to an additional \$3.6 million per year, as detailed in your attachments, bringing the total GPATS Guideshare Fund to \$15,910,047 per year, of which roughly \$3.9 million goes towards debt retirement. This does not include Interstate, Bridge, Safety, Resurfacing, FTA, or Enhancements funds, which are separate.

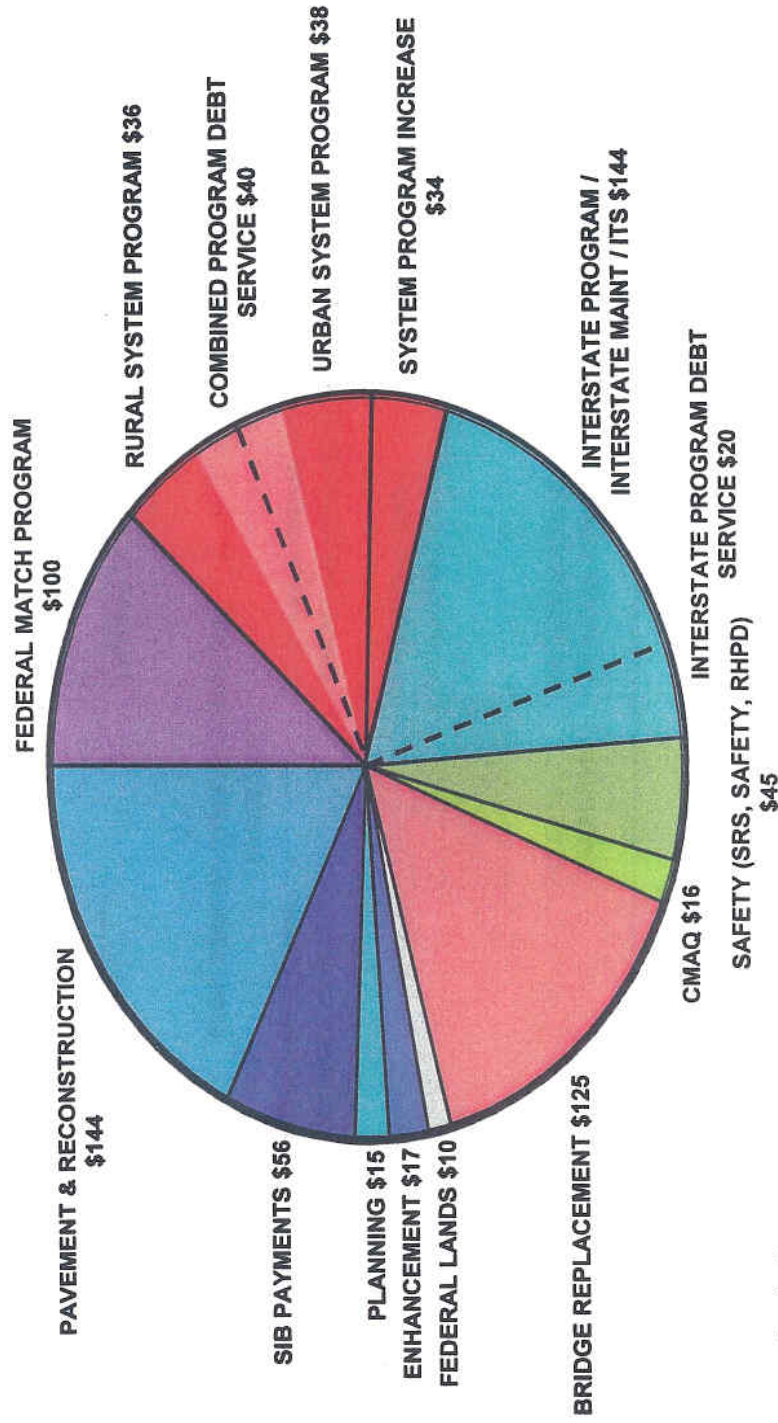
Over the next few months GPATS Staff will be working with the SCDOT Planning Office to adjust the GPATS TIP to account for how this increase in funding will impact project schedules. The Policy Committee will be presented with these changes in January.

Please review the attached information, and contact GPATS Staff with any questions at (864) 467-7270.

Attachments

2011 Proposed Funding Plan **\$840 Million Federal Funding Including Match** **(Dollars Rounded to Nearest Million)**

(\$651 Million Federal/\$189 Million State/Local Match)



* Federal Match Program includes a minimum of \$50 million of Local Match
 ** \$2.0 million of CMAQ funding will be utilized to purchase Sedans and SUVs for the SCDOT fleet

GUIDESHARE SCENARIO SUMMARY
BASED ON PROPOSED FUNDING: \$148,000,000

MPOs	SCENARIO	CURRENT *	GAIN (LOSS)
ANATS	\$2,724,875	\$2,206,941	\$517,934
ARTS	\$3,639,285	\$3,204,896	\$434,389
CHATS	\$16,953,376	\$13,992,615	\$2,960,761
COATS	\$17,938,028	\$13,860,487	\$4,077,541
FLATS	\$2,666,880	\$2,294,446	\$372,434
GPATS	\$15,910,047	\$12,307,281	\$3,602,766
GSATS	\$6,792,427	\$4,473,904	\$2,318,523
RFATS	\$4,390,252	\$2,819,117	\$1,571,135
SPATS	\$6,698,865	\$5,212,692	\$1,486,173
SUATS	\$2,594,296	\$2,594,296	\$0
TOTAL URBAN GS:	\$80,308,331	\$62,966,677	\$17,341,656
	54.21%	55.69%	\$

ENTER TOTAL SYSTEM UPGRADE FUNDS:

\$148,000,000

MPO Population Share (57.70%)
COG Population Share (42.30%)

MPO VMT Study Area Share (50.63%)
COG VMT Share (49.37%)

BASED ON FOLLOWING WEIGHT FACTORS:

POPULATION	50%
VMT	50%
	100%

SUATS ADJUSTMENT TO PREVENT LOSS OF GUIDESHARE **\$143,462**
NEW TOTAL GUIDESHARE ALLOCATION **\$148,143,462**

COGS	SCENARIO	CURRENT *	GAIN (LOSS)
	APPALACHIAN	\$9,915,413	\$1,901,716
	BCD	\$4,872,619	\$2,221,978
	CATAWBA	\$6,342,493	\$1,001,448
	CENTRAL MIDLANDS	\$4,469,315	\$1,623,404
	LOWCOUNTRY	\$8,744,351	\$3,671,995
	LOWER SAVANNAH	\$7,986,520	\$2,410,902
	PEE DEE	\$9,340,228	\$1,549,526
	SANTEE-LYNCHES	\$5,331,037	\$1,584,133
	UPPER SAVANNAH	\$7,080,051	\$1,001,598
	WACCAMAW	\$3,753,105	\$767,875
TOTAL RURAL GS:	\$67,835,131	\$50,100,556	\$17,734,576
	45.79%	44.31%	\$

GPATS Guideshare Breakout (FY2011 Funding Shown)

	Prior to System Upgrade	New Funding Levels
Total Annual Funding	\$ 12,307,000.00	\$ 15,910,000.00
Annual Debt Retirement	\$ 3,893,000.00	\$ 3,893,000.00
Annual Available for Projects*	\$ 8,414,000.00	\$ 12,017,000.00

* Does not include carryovers from previous years

Other Funding Levels Remain Unchanged

Non-Guideshare Projects (Exempt, Earmarked, Resurfacing, Safety, Bridges, Interstates)

\$ 30,700,000.00

Federal Transit Administration

\$ 2,000,000.00

Transportation Enhancements

\$ 643,639.00



County of Greenville

"... At Your Service"

Department of Planning
301 University Ridge, Suite 400
Greenville, SC 29601
864-467-7270

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 20, 2010

SUBJECT: Potential changes in Transportation Enhancements Program

At the Policy Committee's June meeting, Keith Brockington presented possible alternatives to the current allocation method for Transportation Enhancement (TE) funding. On September 1, SCDOT held a meeting in Columbia with representatives of all statewide MPOs to discuss the future of the TE program.

The two largest impacts are that 1) applying jurisdictions may only have ONE open TE project at a time, and 2) SCDOT encourages larger and combined projects. The cost of this may be that straight annual allocations may not be possible. Details are included in the attachments.

The attached information is being presented for informational purposes only. At this time there are still too many unknowns about the changes to the program to propose any action by the policy committee. Over the next several months, GPATS Staff and Study Team will be reviewing the options and getting guidance from SCODT and will bring a new plan to the Policy Committee in January.

Please review the attached information, and discuss the potential impacts with your local staff. If you have any questions, please do not hesitate to call Keith Brockington at (864) 467-7143.

Attachments

Transportation Enhancements Discussion

○ Review and Update

- At the June Policy Committee meeting, staff brought up the issue with carrying the Transportation Enhancements funding forward through 2011 and beyond. It was requested that we take a closer look at the impacts of the proposed scenarios and return in September for approval.
- On September 1, 2010, SCDOT held a meeting on the TE program and changed up most of what we had proposed. Below are some of the discussion highlights we will be discussing at the September Policy Committee meeting

○ What SCDOT Wants:

- Larger (thus fewer) Projects
 - Recommended that Minimum Project Cost be set as *low* as \$100,000 (plus match, min. \$25,000).
 - They'd love to see much larger projects, as it takes the *same* amount of time to process a \$500,000 application as it does a \$50,000 one.
- Combined Regional Projects
 - Several jurisdictions go in together on a single project with the largest entity managing the project.
- Program Projects several years in advance
 - Break out up to 20% of funds for PE
 - Allows local entities to bank their match for larger applications

○ What WE need to Do:

- Operate as though the monies WILL flow in the next Highway Authorization Bill
- Ensure that BOTH local entity (county, city, etc.) AND any consultants are LPA certifiable (e.g., Fountain Inn)
- If your jurisdiction is too small to certify, either
 - Partner with a larger entity that can, or
 - Allow SCDOT to manage the project
- SCDOT is looking to significantly shorten the LPA process for previously certified applicants.
- Only ONE open project per local jurisdiction at any one time.
 - e.g., City of Greenville would not be able to proceed with a new project until their previous project has been completely closed out.

○ Moving Forward From Here

- Unspent allocation backlogs need to be used.
 - SCDOT will NOT give us a balance on what we have left for Enhancements.
 - They obligate ALL their federal funds each year.
 - "Apply for what you feel you have, and we'll let you know when it's too much."

- Project criteria
 - No other open projects
 - Two year Participation Agreement
 - Up to one year of Preliminary Engineering
 - Large, combined, regional projects....if possible
- Straight allocation may not be possible
- **Some Possibilities (for Discussion ONLY at this point)**
 - Allocate 2 years per small project (that will not require significant PE)
 - Signage, Minor Landscaping
 - Allocate 3 years per large project
 - Greenways, Bicycle Lanes, Sidewalks
 - Toss out population allocations altogether
 - Multi-year allocations with potentially combined jurisdictions will result in larger sums available in the off-years.
 - New project proposals reviewed and voted on by Study Team and approved by Policy Committee
- Result
 - Ideally more regionally-focused projects between several jurisdictions
 - Larger projects for smaller municipalities
 - Programmed 1-2 years in advance to allow local governments to bank the necessary match and perform PE
- **Next Steps**
 - At this time there are still too many variables to as for adoption of a plan. Staff and Study Team will be spending the next few months working out the kinks.
 - Gathering lists of projects from the various GPATS jurisdictions.
 - Development of a Transportation Enhancement Management Plan, which will operate similar to our TIP in process and in function to coordinate projects on a multi-year schedule.
 - Please don't hesitate to ask Staff questions with regard to how the program will work. If you have a question that we can't answer, that is something we need to get cleared up with SCDOT as soon as possible.
 - Plan to come back with a full program in January for approval.

	Unspent Carryover	2010 Apps in Progress
Greenville County	\$ 902,465	
Greenville	\$ 135,074	
Greer		\$ 103,695
Mauldin		\$ 582,000
Simpsonville	\$ 159,936	
Fountain Inn		\$ 67,052
Traveler's Rest	\$ 112,678	
Pickens County	\$ 103,985	
Easley	\$ 197,847	
Pickens		\$ 33,565
Liberty	\$ 33,532	



County of Greenville

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MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: GPATS Staff

DATE: September 20, 2010

SUBJECT: GPATS Project Status Report

Attached please find the list of active GPATS projects and contact information for Tommy Elrod, District 3 Program Manager with SCODT.

The projects are divided based upon the pool of money that they are drawing from: Guideshare, Interstate, and ARRA.

Please review the attached information, and if you have any questions, please contact Tommy Elrod or GPATS Staff.

Attachments

Interstate

I-385 Rehabilitation: I-26 to near SC 101, Laurens County, Aug. 15, 2010 completion date but re-opened July 23, McCarthy Improvement Company, \$44 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, 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: south of I-185/US 276 to south of Woodruff Road, 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 cost of \$65,463,000 and a duration of 745 days

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; the initial construction will occur in 2012 and will involve connecting the I-85 ramps between Pelham Road and I-385; the reconstruction of the interchange will begin in 2013 and is expected to take about 3 years to complete; any work requiring lane closures will be performed at night, approximately \$235 million budget

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 is 9/30/10; the reconstructed intersection at US 123.Prince Perry Road and the new Prince Perry bridge opened to traffic August 27

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; SCDOT opened bids July 13, 2010 but low bid was 15% over estimate so project will be re-bid in October; contract completion date is 06/30/12; SCDOT is providing up to \$5.1 million funds (federal + state match) for this project

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. \$23 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 by early 2011, with R/W acquisitions scheduled for 2011 and construction beginning in 2012

Batesville Road in Greenville County: widen Batesville Road to 3 lanes with curb, gutter and sidewalks from near SC 14 to Anderson Ridge Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; anticipate having a public information meeting Sept/Oct 2010; R/W acquisitions are scheduled for 2011/2012 with construction beginning in 2013

SC 183 Intersections in Pickens County: provide turning lanes on SC 183 at Alex Road, at Jim Hunt Road and at Jameson Road; environmental document scheduled for completion late 2010; R/W acquisitions scheduled for 2011 and construction for 2012

Butler Road in Mauldin: widen Butler road to 5 lanes adjacent to Mauldin HS; preliminary design and environmental studies underway, with R/W acquisitions scheduled for 2011 and construction for 2012

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

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

SC 153 Extension in Easley: extend SC 153 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; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; anticipate having a public information meeting in late 2010 and completing R/W plans in 12 months; R/W acquisitions are scheduled for 2012 and construction for 2015

Salters Road in Greenville: widen Salters Road from Verdae to Millennium Blvd., including new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; ground surveys have been completed by SCDOT and anticipate completing R/W plans by mid-2011; R/W acquisitions are scheduled for late 2011/2012 with construction beginning in 2012

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 \$95,200 of R/W funds obligated 8/18/10; R/W acquisitions are underway with construction scheduled to begin mid-2011

SC 183 @ SC 8 in Pickens: improve the intersection of Farris Bridge Road and Jewel Street in the City of Pickens; environmental document approved 7/29/10; right of way plans are complete and acquisitions are scheduled to occur in 2011 with construction beginning in 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 scheduled for 2011 and construction for 2012

Woodruff Road/I-85 Ramp Modifications in Greenville: this project is on hold pending the selection of a preferred alternative for the I-85/I-385 interchange upgrade project

Woodruff Road @ Garlington/Miller Roads in Greenville: improve the intersection of Woodruff Road at Garlington/Miller Roads by providing additional turning lanes; preliminary design and environmental studies are underway, with R/W acquisitions scheduled for 2011 and construction for 2012

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; preliminary design and environmental studies are underway with R/W acquisitions scheduled for 2011 and construction for 2012

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, R/W plans submitted 2/23/10, and the R/W acquisition process was initiated 4/22/10 with the obligation of \$125,300 of R/W funding; target completion date for R/W acquisitions is October, 2010; construction will be scheduled once adequate funding is arranged

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell 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: improve the intersection of Ann and Jones Streets; preliminary design is underway with R/W acquisitions scheduled for 2012 and construction for 2013

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

Please contact Tommy Elrod with any questions or comments.

Tommy Elrod

SCDOT Program Manager

elrodjt@scdot.org

864-241-1010



County of Greenville

"... At Your Service"

Department of Planning
301 University Ridge, Suite 400
Greenville, SC 29601
864-467-7270

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS staff

DATE: September 20, 2010

SUBJECT: JARC Amendment to Transportation Improvement Program

Greenville Transit Authority (GTA) has approved the following Job Access and Reverse Commute (JARC) funding through South Carolina Department of Transportation and the Federal Transit Administration (pending incorporation into the TIP/STIP).

- Amendment in the amount of \$108,942.00 to be awarded to GTA as the Designated Recipient, & Greenlink/CU-ICAR/St. Francis as a sub-recipient. The funding will be spent for the following: a) \$52,000.00 to purchase a 15-passenger shuttle; b) \$56,942.00 for operational support.
- Amendment in the amount of \$48,000.00 to be awarded to GTA as the Designated Recipient & Miracle Hill Ministries as the sub-recipient. The funding will be used to purchase a 15-passenger shuttle bus that will be employed in transporting low- to moderate-income individuals from the organization's residential treatment center to their place of employment and back.
- Amendment in the amount of \$84,764.00 to be awarded to GTA as the Designated Recipient & Upstate Shuttle Service as the sub-recipient to cover 50 percent of the organization's operational costs.
- Amendment in the amount of \$24,170.00 to be awarded to GTA to administer the JARC/New Freedom program.

The monetary total of these four items to be amended to the TIP/STIP is \$265,876.00. Of this total, \$58,385.00 will derive from 2008 apportionment and \$207,491.00 will derive from 2009 apportionment.

We ask that GPATS Policy Committee members approve these JARC amendments.



County of Greenville

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Department of Planning
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864-467-7270

MEMORANDUM

TO: GPATS Policy Coordinating Committee

FROM: Daniel McGee

DATE: September 20, 2010

SUBJECT: Amendment of FY 2010-2015 Transportation Improvement Program

The following project adjustments will be coordinated per our TIP Amendment Process:

1. Batesville Road widening- Termini Extension which is currently from SC 14 to Anderson Ridge Road. The request is to extend the project to Godfrey and Roper Mountain Road Intersections. SCDOT Safety Office will contribute a half a million dollars to each of these intersections. The Public information meeting will examine the three lane concept and or separate intersection safety projects at Godfrey and Roper Mountain intersections.
2. SC 183 (Pickens County) at Alex; Jim Hunt; Jamison Roads- currently ROW in the Amount of \$400,000 is scheduled for FY 2010 and the request is to shift this to FY 2011 and shift the \$1.5 construction funding to FY 2012. Anticipating having environmental document approved in October 2010.
3. SC 183 intersections (Farrs Bridge Road) at SC 8 (Jewell Street) and E. Jones Avenue in City of Pickens. Request is to shift ROW phase programmed funds amounting to \$700,000 to FY 2011. Preliminary Plans to be complete in October 2010 and Construction in FY 2012.
4. SC 153 Extension Project termini is from US 123/SC 153 junction to Prince Perry Rd. Requesting to extend the logical termini to Saluda Dam Road to meet the federal regulations relative to the environmental assessment process.
5. Brushy Creek Road at Pearson and Nancy Streets intersection project. There is a project short fall (per table attached) of \$502,300. The Study Team recommended that local funds (either from the City of Easley or Pickens County CTC) in the amount of 25% of

this shortfall and GPATS cover the additional 75% with Guideshare to construct this project. The construction over-run will include some additional storm water drainage improvements and extend the proposed widening toward the Home Depot/Publics development. Requesting amending the construction funds (with Guideshare or combination of local monies) to let for bid in January.

Request: The staff requests that these amendments be adopted and placed for public comment. If significant adverse comment is not forthcoming these projects will be amended to the FY 2010-2015 Transportation Improvement Program.

**GPATS Policy Committee
Brushy Creek Road & Pearson Road Intersection Project (PIN No. 38114)
Budget Summary
September 20, 2010**

Funding		Budget/Cost
	Pickens CTC	\$600,000.00
	GPATS	\$870,000.00
	Total Funding =	\$1,470,000.00

Project Costs		
	Engineering Design	\$155,000.00
	Right of Way Acquisition	\$125,300.00
	Construction	\$1,692,000.00
	Total Project Cost =	\$1,972,300.00

Budget Shortfall =	-\$502,300.00
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