

AGENDA
GPATS POLICY COORDINATING COMMITTEE
March 17, 2014
Suite 400 - Greenville County Square
10:00 a.m.

- | | | |
|---------|-----|---|
| | 1. | CALL TO ORDER / WELCOME AND INTRODUCTIONS
- New Voting Member: SCDOT Commissioner Woody Willard, District 4
<div style="text-align: right;"><i>Chairman</i>
<i>Councilman Butch Kirven</i></div> |
| action: | 2. | APPROVAL OF THE February 3, 2014 MINUTES
<div style="text-align: right;">Attachment 1</div> |
| | 3. | PUBLIC COMMENT
<div style="text-align: right;"><i>Chairman</i>
<i>Councilman Butch Kirven</i></div> |
| action: | 4. | APPROVAL OF GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS "AR5"
<div style="text-align: right;">Attachment 2
<i>Keith Brockington, AICP</i>
<i>GPATS Transportation Manager</i></div> |
| action: | 5. | GPATS TRANSIT REORGANIZATION PROPOSAL
<div style="text-align: right;">Attachment 3
<i>Chairman</i>
<i>Councilman Butch Kirven</i></div> |
| action: | 6. | GTA DESIGNATION RESOLUTION ADOPTION
<div style="text-align: right;">Attachment 4
<i>Keith Brockington, AICP</i>
<i>GPATS Transportation Manager</i></div> |
| action: | 7. | GPATS and GTA MOU ADOPTION
<div style="text-align: right;">Attachment 5
<i>Keith Brockington, AICP</i>
<i>GPATS Transportation Manager</i></div> |
| | 8. | SCDOT PROJECT STATUS UPDATE
<div style="text-align: right;">Attachment 6
<i>Tommy Elrod, PE</i>
<i>SCDOT Project Manager</i></div> |
| | 9. | UNIFIED PLANNING WORK PROGRAM: UPDATE
<div style="text-align: right;">Attachment 7
<i>Keith Brockington, AICP</i>
<i>GPATS Transportation Manager</i></div> |
| | 10. | TRANSPORTATION ALTERNATIVES PROGRAM: UPDATE
<div style="text-align: right;">Attachment 8
<i>Keith Brockington, AICP</i>
<i>GPATS Transportation Manager</i></div> |
| | 11. | OLD BUSINESS
- Town of Central Project Request
- GPATS Guideshare
<div style="text-align: right;">Attachment 9
Attachment 10</div> |
| | 12. | NEW BUSINESS
- Woodruff Road and SC-153 Project Acceleration Proposal
<div style="text-align: right;">Attachment 11</div> |
| | 13. | ADJOURN |

MINUTES
GPATS POLICY COORDINATING COMMITTEE
February 3, 2014
Suite 400 – County Square
10:00 a.m.

MEMBERS PRESENT: Chairman Kirven, Representative Loftis, Representative Smith, Senator Allen, Senator Martin, Councilor Norris, Councilor Meadows, Councilor Payne, Council Chair Taylor, Mayor Raines, Mayor Eichor, Mayor Bagwell, Mayor Cook, Mayor Long, Mayor White, Mayor Danner, Mayor McCall, Pickens Council Chair Smith, Council Willis, Commissioner Edwards, Trey Fouche and J. Owings

OTHERS PRESENT: L. Estep, P. Gucker, K. Brockington, H. Hahn, M. Floyd, J. Gardner, J. Allison, S. Gwinn, T. Elrod, G. Baney, J. Horton, C. Montgomery, S. Park, T. Brett and H. Gamble, D. Drhyhaug, E. Dillon, D. Cooper, M. Sullivan

Chairman Kirven called the meeting to order at 10:07 a.m.

Chairman Kirven welcomed everyone and recognized John Owings, who will be retiring on February 21, 2014 after serving Greenville County for 41 years and working with GPATS for 34 years. He presented Mr. Owings with a plaque expressing GPATS gratitude for his dedication.

APPROVAL OF THE November 18, 2013 MINUTES

MOTION: By Senator Martin to approve the minutes of the November 18, 2013 regular meeting. The motion carried unanimously by voice vote.

PUBLIC COMMENT

There were no appearances for public comment

APPROVAL OF THE GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

AMENDMENT “AR4”

Keith Brockington addressed the Committee members requesting the approval of amendment “AR4” as provided in the agenda packets. Mr. Brockington updated the Committee with a summarized list of changes to TIP. He stated as projects advance, costs may change, scopes of projects may need altering and funding may need to be shifted.

MOTION: By Representative Smith, seconded by Councilor Payne to approve Amendment “AR4”. The motion carried unanimously by voice vote.

GTA DESIGNATION RESOLUTION ADOPTION

GPATS AND GTA MOU ADOPTION

Chairman Kirven stated at the November meeting, there was much discussion regarding Items 5 and 6 on the agenda. He stated he had facilitated a meeting between members of GTA and CAT in an effort to resolve some issues. Mr. Kirven stated at this time there had not been a conclusion reached on the issues and Chairman Kirven stated he did not feel he could make an informed decision at this time. He stated both parties had different operational ideas and he would like additional time to allow them to come together. Mr. Kirven requested of staff to bring to the next meeting, a senior staff member from public transit from DOT to provide the Committee with any information they may have before a final vote is taken.

Without any objections, both items were held until the March meeting.

BIKE FACILITIES COST UPDATE

Keith Brockington presented to the Committee with information on the cost of bicycle facilities as requested at the September 2013 Committee meeting and a request for specific costs at the November 2013 meeting. Mr. Brockington provided each member with a list of project specific cost and estimates of general costs of various bicycle facilities. The list displayed the breakout of bicycle and pedestrian costs in the GPATS – 5 year TIP.

The committee members discussed bike trails versus roadways. Various issues were discussed as some of the members had experienced multiple cyclists impeding traffic. The committee discussed perhaps the problems incurred with impeding traffic would be an enforcement issue.

Mr. Brockington discussed the advantages of having a bike path, not only protecting the cyclists, but also improving the roadway.

Councilor Smith asked if the bicycle/pedestrian lanes were federally mandated?

Mr. Brockington stated as of 2008, bicycle and pedestrian facilities shall be accommodated whenever possible. He stated an effort had to be made to provide the lanes whenever feasible. Mr. Brockington stated the projects receive input from stakeholders and citizens as to the need/want for these lanes.

Representative Loftis asked who did the surveys for staff.

Mr. Brockington stated staff did the survey, which was a scientific survey

Representative Loftis requested any other surveys taken to have a question defined as referring to bike lanes or Swamp Rabbit Trail. He stated the biggest complaint he receives is bicycles on the roadway.

SCDOT PROJECT UPDATE

Tommy Elrod addressed the Committee giving a brief status update on projects within the GPATS area as was in their agenda packets.

UNIFIED PLANNING WORK PROGRAM: CALL FOR PROJECTS

Keith Brockington stated staff was now accepting applications for the FY 2015 UPWP cycle. For several years, GPATS has allocated a portion of its PL carryover funds to municipalities and counties within the region to allow them to develop eligible plans and studies. Mr. Brockington stated if the total amount requested through eligible applications is less than the PL carryover amount, GPATS will likely fund all requests. If GPATS receives requests beyond what it is able to fund in a given year, Policy Committee will need to decide which requests should be approved.

TRANSPORTATION ALTERNATIVES PROGRAM: CALL FOR PROJECTS

Keith Brockington announced the annual cycle for the Transportation Alternatives Program (TAP) will be opened for Fiscal Year 2014 for all eligible jurisdictions that currently do not have an active application or project less than 50% complete. He stated SCDOT is expected to award the FY 2014 TAP Apportionment to GPATS early this spring, in the amount of \$621,818. Applications were emailed and also were available at the meeting. Mr. Brockington requested all applications be submitted by February 10, 2014.

OLD BUSINESS

There was no old business to discuss.

NEW BUSINESS

Mr. Phillip Michoe, Administrator for the town of Central South Carolina addressed the Committee members with a request to submit a project for consideration to be placed on the GPATS Long Range Transportation Plan. Mr. Michoe stated Southern Wesleyan University was going through an expansion which would utilize Clayton Drive and his concern was the road would not be able to handle the increase in traffic. The recreational expansion would be open to the public.

Chairman Kirven stated staff would work with Mr. Michoe to prepare the necessary paperwork and would be presented to the Committee at the March meeting.

County Council Chairman Bob Taylor announced a public meeting which would be held at the Oakview Elementary School tonight at 6:30 p.m. The meeting was to gather public input regarding any road issues. He stated there would be meetings held throughout the county during the month. Dr. Taylor stated anyone could contact Paula Gucker for further information.

Mayor Cook announced there were 1,000 residents who used the transit system between Clemson and Greenville during the month of December.

Councilor Smith stated the project in Central expanded due to Southern Wesleyan submitting an application to the NCAA. The anticipated traffic due to the expansion would put a hardship on Clayton Drive.

Councilor Payne announced the consultant which worked on the GPATS study on Multi Modal Transportation feasibility will be in town and there will be a public meeting at the University Center tonight at 6:00 p.m. and again on Tuesday, February 4, 2014 at 11:30 a.m.

Mr. Long requested moving the seating arrangement for the next meeting due to difficulty in seeing the screen.

ADJOURNMENT

There being no further business, and without objection the meeting was adjourned at 11:20a.m.

Submitted by Recording Secretary



Greenville County Planning Department

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

Attachment 2

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: GPATS Transportation Improvement Plan - Amendment (AR5)

Please find the attached DRAFT TIP Financial Statement (**Attachment 2.2**), with proposed changes highlighted in blue.

- 1) The funding for the I-85 Widening and Improvements Project have been accelerated to allow for more expedited work on the corridor. The overall funding for the project has been slightly increased, and the amounts for FY14-19 have been increased as shown leaving less to be done in FY20+

	Current	Proposed
FY14	7,050	11,350
FY15	1,650	3,700
FY16	2,050	24,900
FY17	28,400	52,200
FY18	41,100	38,000
FY19	23,000	21,000
Total TIP	\$ 103,250	\$ 151,150
FY20+	\$125,500	\$89,700
Total Cost	332,000	392,000

- 2) The Greenville Transit Authority is requesting approval of their FY 2014 Federal Transit Administration apportionment for Section 5307 funding to be approved in the GPATS TIP. Apportionments made to the FTA Designated Recipient must be approved by the MPO. GTA is Designated to receive these funds for capital, operations, and maintenance. The total funding allocation requested for inclusion in the GPATS TIP is \$4.541 million.

Policy Committee is being asked to approve the aforementioned changes, allowing adoption into the SCDOT State Transportation Improvement Program (STIP). This amendment will be noted as Amendment/Revision #5 or AR5.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM - FY 2014-2019 FINANCIAL STATEMENT

DRAFT - Amendment/Revision #5 - DRAFT

Approved -- 6/24/2103 | AR4 Approved -- 2/3/2014

(COST IN THOUSANDS)			FY 2013	FY 2014	FY 2015	FY 2016	TIP			FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	
GUIDESHARE ALLOCATION			\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$14,835	\$89,010		
DEBT SERVICE			(\$3,802)	(\$3,754)	(\$3,706)	(\$3,660)	(\$3,605)	(\$3,553)	(\$3,500)	(\$3,500)	(\$3,500)	(\$21,778)		
20% GUIDESHARE RESURFACING			(\$2,207)	(\$2,216)	(\$2,226)	(\$2,235)	(\$2,246)	(\$2,256)	(\$2,267)	(\$2,267)	(\$2,267)	(\$13,446)		
SCDOT SIGNAL RETIMING				(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$150)	(\$900)		
ALLOCATION AVAILABLE FOR PROJECTS			\$8,826	\$8,715	\$8,753	\$8,790	\$8,834	\$8,876	\$8,918	\$8,918	\$8,918	\$52,886		
CARRYOVER AVAILABLE FROM PREVIOUS FY			\$27,938	\$22,235	\$22,661	\$18,204	\$5,294	\$1,378	\$4,754	\$4,754	\$4,754			
GUIDESHARE SUBTOTALS			(\$4,529)	(\$18,289)	(\$13,210)	(\$21,700)	(\$12,750)	(\$5,500)	(\$2,000)	(\$2,000)	(\$2,000)	(\$73,449)		
BALANCE			32,235	22,661	18,204	5,294	1,378	4,754	11,672	11,672	11,672			
Highlighted Allocations awaiting SCDOT funding update - March 2014												FY14-19 GUIDESHARE SUMMARY		
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE * - IDENTIFIED IN THE INTERSTATE LONG RANGE PLAN FOR DESIGN PLANS ONLY ** - ENVIRONMENTAL TO BE COMPLETED FOR PHASES 1 & 2 (Verdae to Millennium) *** - Projects to me merged with I-85 @ I-385 Design/Build **** - Projects may be combined for cost saving, if possible.												REVENUES	ALLOCATION	\$89,010
													CARRYOVER	\$32,235
												EXPENDITURES	PROJECTS	(\$73,449)
													DEBT	(\$21,778)
													OTHER	(\$14,346)
												BALANCE		\$11,672
Amounts shown in Italics are Non-Guideshare funds														
PIN #	Priority	GUIDESHARE PROJECTS	Previous Obligations	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING	
		DEBT SERVICE	\$ 41,574	\$3,802	\$3,754	\$3,706	\$3,660	\$3,605	\$3,553	\$3,500	\$21,778	\$5,326	STP	
Completed Projects														
37447RD02	24	SC 153 WIDENING FROM NEAR COOPER RD TOWARD I-85	315								Complete		STP	
38114RD01		BRUSHY CREEK AND PEARSON	1,532 465								Complete		STP <i>Pickens County CTC</i>	
Existing Road Improvement Projects Currently in the TIP with Updated Schedule and Cost Estimates														
37728RD01	25/29	SC 183 INTERSECTION IMPROVEMENTS	1,548								\$4,260		STP	
37728RD02		ALEX RD	43											
37728RD03		JIM HUNT RD				260 R	2,000 C							
		JAMESON RD						2,000 C						
37686RD01	17	BATESVILLE ROAD (S-164) SC 14 TO ROPER MOUNTAIN RD (THREE LANES WITH MEDIAN, BIKE LANES, SIDEWALK NORTH OF PELHAM FALLS DRIVE)	1,250 P		1,500 R		1,250 C 1,750 C	5,250 C			\$8,000		STP <i>Safety</i>	
39309RD01	30	SC 153 EXTENSION - PHASE 1 US 123 TO PRINCE PERRY ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)	1,600 P	700 P	1,700 R	4,000 C	8,600 C				\$14,300		STP	
39309RD02	27	SC 153 EXTENSION - PHASE 2 PRINCE PERRY ROAD TO SALUDA DAM ROAD (TWO LANES, LIMITED ACCESS, LEFT TURN LANES, 2 FT PAVED SHOULDERS)			2,089 P 1,100 R		4,500 C				\$7,689		STP	
37685RD01	1	NORTH BUNCOMBE RD (SC 101/SC 290) FROM WADE HAMPTON (US 29) TO LOCUST HILL (SC 290) (FIVE LANES WITH BIKE LANES)	700 P 600 R		4,500 C						\$4,500		STP	
39283RD01	2	ROPER MOUNTAIN ROAD (S-548) GARLINGTON ROAD TO FEASTER ROAD (THREE LANES WITH BIKE LANES AND SIDEWALKS)	400 P	629 R	1,500 C	2,000 C					\$3,500		STP	
38119RD01	10	BUTLER ROAD (S-107) MAULDIN HIGH SCHOOL TO BRIDGES RD (FOUR LANES WITH MEDIAN WIDE OUTSIDE LANES AND SIDEWALKS)	400 P 339 R	2,500 C							Fully Obligated		STP	
38112RD01	9/12	SALTERS ROAD - PHASE 1 & 2 VERDAE BLVD. TO MILLENNIUM BLVD. (FOUR LANES WITH MEDIAN, BIKE LANES AND SIDEWALKS)	1,600 P		1,200 R 3,500 C 720 C	4,000 C	2,000 C				\$10,700		STP <i>Gvl Match</i>	
39660RD01	5	WOODRUFF ROAD (SC-146) FROM SCUFFLETOWN RD TO BENNETTS BRIDGE INTERSECTIONS IMPROVEMENTS WITH SOME WIDENING AND SIDEWALKS	400 P			1,500 R	2,000 C				\$3,500		STP	
	TBD	US 123 WIDENING/ACCESS MANAGEMENT SC 135 TO SC 93 WIDEN TO 6 LANES W/ RAISED MEDIAN & TURN LANES @ INTERSECTIONS				100 P					\$100		STP	
42472RD01	6	ROPER MOUNTAIN EXTENSION (S-547) **** PELHAM ROAD TO ROPER MOUNTAIN ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	800 P	600 R	600 R	2,500 C	2,500 C		\$7,000		STP	
41472RD01	7	ROPER MOUNTAIN ROAD (S-548) **** ROPER MOUNTAIN EXT TO GARLINGTON ROAD (THREE LANES, BIKE LANES, AND SIDEWALK ON ONE SIDE)	400 P	350 P	400 P	750 R	750 R	3,000 C	3,000 C		\$7,900		STP	
	TBD	BUTLER ROAD (S-107) BRIDGES RD TO US 276 (FOUR LANES, DIVIDED, BIKE LANES AND SIDEWALKS)								1,000 P	\$1,000	\$16,500	STP	
	TBD	BATESVILLE ROAD (S-164) PELHAM ROAD TO THE PARKWAY (THREE LANES, WIDE OUTSIDE LANES, AND SIDEWALKS)								1,000 P	\$1,000	\$11,500	STP	
Existing Intersection Projects Currently in the TIP with Updated Schedule and Cost Estimates														
37687RD01		SC 101 AND FEWS CHAPEL	2,137								Complete		STP	
37689RD01		WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***	310 P	Resurfacing									STP	
37688RD01		WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***	310 P	Resurfacing									STP	
38113RD01		LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)	310 P	Resurfacing	Resurfacing	Resurfacing							STP	
39303RD01		US 178 AND SC 93	400 P 134 R	Resurfacing	Resurfacing								STP	
37727RD01		FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES	470 P 837 R 3,084 C	Resurfacing							Fully Obligated		STP	
39301RD01		BRUSHY CREEK AND STRANGE	250 P	Resurfacing	Resurfacing								STP	
39542RD01		ANN ST (US 178) AND JONES ST	250 P		Resurfacing	Resurfacing 1418 C							STP <i>Pickens County CTC</i>	
41443RD01	3	SC 14 AT FIVE FORKS ROAD AND BETHEL ROAD	250 P	250 P		Resurfacing	Resurfacing						STP	
Traffic Signal Retiming Corridors														
		Woodruff Road, Greenville/Greenville County			185								STP	
		US 123, Easley				100							STP	
		Pelham Road, Greenville					85						STP	
		Woodruff Road (Scuffletown), Greenville					55						STP	
		US 276 (Cherrydale), Greenville/Greenville County						80					STP	
		SC 93, Clemson						50					STP	
		US 276-West Butler Road, Mauldin						55					STP	
		Fairview Road, Simpsonville							90				STP	
		East Butler Road, Mauldin							70				STP	
		Signal Retiming Allocation			150	150	150	150	150	150	\$900			
		Signal Retiming Balance			(35)	15	25	(10)	(20)	130	130	UNDER BUDGET		
GUIDESHARE SUBTOTALS			\$ 20,019	\$ 4,529	\$ 18,289	\$ 13,210	\$ 21,700	\$ 12,750	\$ 5,500	\$ 2,000	\$73,449	\$28,000		

GPATS FINANCIAL STATEMENT (CONT)

PIN #	GUIDESHARE RESURFACING/INTERSECTIONS	FY 2012	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	WOODRUFF RD/I-85 INTERCHANGE RAMP MODIFICATIONS***			1,850 C								STP
	WOODRUFF RD (SC 146) AND GARLINGTON/MILLER***			2,500 C								STP
	LOCUST HILL (SC 290) AND MOUNTAIN VIEW (SC 253)			500 R	2,000 C							STP
	US 178 AND SC 93		336 R									STP
	FARRS BRIDGE/BLUE FLAME AND JEWEL/JONES		(314) C	1,800 C								STP
	BRUSHY CREEK AND STRANGE		450 R									STP
	ANN ST (US 178) AND JONES ST			1,800 C								STP
	SC 14 AT			350 R	1,800 C							STP
	FIVE FORKS ROAD AND BETHEL ROAD				500 R	2,000 C						Pickens County CTC STP
	RESURFACING/INTERSECTIONS SUBTOTAL		472	8,800	4,300	2,000	0	0	0			
	GUIDESHARE REQUIREMENT (20%)		(2,207)	(2,216)	(2,226)	(2,235)	(2,246)	(2,256)	(2,267)	(13,446)		
	YEARLY BALANCE		(1,735)	6,584	2,074	(2,235)	(2,246)	(2,256)	(2,267)	(81)	UNDER REQ	
	3-YEAR BALANCE		(1,735)	4,849	6,923	8,423	(407)	(4,737)	(6,769)			
	OVERALL BALANCE		(1,735)	4,849	6,923	6,688	4,442	2,186	(81)			
	ADJUSTED 3-YEAR BALANCE		(1,735)	4,849	6,923	8,423	4,442	2,186	(81)			

Non-Guideshare Projects

PIN #	NON-GUIDESHARE PROJECTS	Previous Obligations	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	FOUNTAIN INN - MAIN STREET REVITALIZATION AND TRANSPORTATION IMPROVEMENT - 2.033 LOCAL MATCH		30 P 2,970 C									FEDERAL MATCH PROGRAM
707	WHITE HORSE RD - US 25 (BROADWAY BLVD (S-1047) TO NORTH OF S-506)	30,000								Complete		APPALACHIAN DEV.
	US 123 & PRINCE PERRY ROAD BRIDGE IMPROVEMENTS	5,382								Complete		ARRA
	FAIRFOREST WAY WIDENING	3,118								Complete		ARRA
	US 29 - CHURCH STREET IMPROVEMENTS	12,000								Complete		ARRA REPLACEMENT
37447	SC 153 WIDENING FROM NEAR COOPER ROAD TOWARD I-85 FOR 0.25 MILE	891								Complete		ARRA/EARMARK
	CU-ICAR AND FAIRFOREST WAY	1,623		2,750								EARMARK
	WEST GEORGIA WIDENING FROM NEELY FERRY TO FORK SHOALS	1,400										EARMARK FED LIMIT 3,072
	GREENVILLE SC TRANSIT AUTHORITY MULTIMODAL CENTER	998								Fully Obligated		EARMARK FED LIMIT 1,000
	S-23-272 WEST GA ROAD		2,150									RECON &REHAB
	S-23-447 BOILING SPRINGS ROAD		881									RECON &REHAB
	US-25 WHITE HORSE ROAD		1,242									RECON &REHAB
	S-23-453 HARRISON BR ROAD		598									RECON &REHAB
	S-23-166 WEST LEE ROAD		381									RECON &REHAB
	SC-418		753									RECON &REHAB
	S-23-348 EAST LEE ROAD		569									RECON &REHAB
	S-39-23 REECE MILL ROAD		577									RECON &REHAB
	S-39-137 NORRIS HWY		1,820									RECON &REHAB
	BRIDGE US-29 AT S-23-75 - ANDERSON					41 P			1,139 C	\$1,180		BRIDGE REHAB
	BRIDGE US-29 AT US-29 - ANDERSON				28 P			730 C		\$758		BRIDGE REHAB
	BRIDGE US-123 NB AT S-39-64 - PICKENS				4 P					\$127		BRIDGE REHAB
	BRIDGE US-123 SB AT S-39-64 - PICKENS				4 P			123 C		\$127		BRIDGE REHAB
	BRIDGE S-39-267 AT 12 MILE CREEK - PKNS			499 P		17 R		2,920 C		\$3,436		BRIDGE REPLACE
	BRIDGE S-23-164 AT ENOREE RIVER - GRVL						491 P	18 R	2,657 C	\$3,166		BRIDGE REPLACE
	BRIDGE S-23-335 AT ENOREE RIVER - GRVL			7,773 C						\$7,773		BRIDGE REPLACE
	BRIDGE S-23-164 AT ENOREE RIVER - GRVL											BRIDGE REPLACE
	BRIDGE S-23-526 AT N SALUDA - GRVL											BRIDGE REPLACE
	BRIDGE S-23-191 AT HOWARD BR - GRVL											BRIDGE REPLACE
	BRIDGE S-23-384 AT BRUSHY CREEK - GRVL											BRIDGE REPLACE
	BRIDGE S-23-270 AT S TYGER RIVER - GRVL											BRIDGE REPLACE
	BRIDGE S-23-154 AT PAYNE BRNCH - GRVL											BRIDGE REPLACE
	BRIDGE S-23-903 AT BEAVERDAM CR - GRVL											BRIDGE REPLACE
	BRIDGE S-23-132 AT ARMSTRONG CR - GRV											BRIDGE REPLACE
	BRIDGE S-23-456 AT HORSE CREEK - GRVL											BRIDGE REPLACE
37569	WOODRUFF (SC 146) AND BENNETTS BRIDGE (SC 296) INTERSECTION	625								Complete		SAFETY
	SC 101 @ S-23-135 INTERSECTION			TBD								SAFETY
	SC 146 @ SC 417 INTERSECTION			TBD								SAFETY
	S-23-50 @ S-23-1912 INTERSECTION			TBD								SAFETY
	SC 101 @ S-23-546 INTERSECTION			TBD								SAFETY
	SC 290 @ S-23-171 INTERSECTION			TBD								SAFETY
	SC-291 @ S-23-7 INTERSECTION			TBD								SAFETY
38110	US-29 CORRIDOR SIGNAL RETIMING			3,000								NHS/IM
	I-85 (WIDEN TO 8 LANES FROM US 25 TO SC 129)	5,000 P		11,350 P	3,700 P	24,900 P,C	\$2,200 P,R,C	38,000 C	21,000 P,C	\$ 151,150	\$89,700	NHS/IM
	I-85 REHAB FROM MM 47-49, MM 54-56			3,617 C						\$ 3,617		NHS/IM
	I-85 REHAB FROM MM 56-59			225 P			4,543 C			\$ 4,768		NHS/IM
	I-385 (WIDEN TO 6 LANES FROM NORTH OF S-272 TO I-85)	80,600								Fully Obligated		NHS/IM
38111	I-85 @ I-385 (EXIT 51)	5,000 P	2,000 P	100,000 C	90,000 C					\$190,000		NHS/IM
				80,000 C						\$80,000		S/B
EXEMPT SUBTOTAL		\$237,237	\$15,971	\$209,214	\$93,736	\$24,958	\$57,480	\$41,668	\$24,796	\$451,852	\$89,700	

Transit Projects

PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2011	FY 2012	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	GREENVILLE TRANSIT AUTHORITY (CA)	2124	2,137	2,771	2,771						\$2,771		FTA SECTION 5307 & 5340
	Capital		855										
	Operating	N/A	N/A	1,508	1,508								
	Enhancements	21	21	28	28								
	ADA	212	214	277	277								
	Planning Administration	292											
	Preventative Maintenance	1598	1,048	958	958								
	GREENVILLE TRANSIT AUTHORITY (PL)		77	79	79						\$79		FTA SECTION 5303
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (CA)		908	459	459						\$459		FTA SECTION 5307
	CITY OF MAULDIN AND CITY OF SIMPSONVILLE (PL)		24	24	24						\$24		FTA SECTION 5303
	JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM		637	612	612						\$612		FTA SECTION 5316/5317
	GREENVILLE - ELDERLY AND DISABLED TRANSIT PROGRAM (CA)			321	321						\$321		FTA SECTION 5310
	GREENVILLE - ALTERNATIVES ANALYSIS PROGRAM (PL)			274	274						\$274		FTA SECTION 5339
FTA SUBTOTAL		2,124	3,783	4,541	\$7,312						\$7,312		

Transportation Alternatives Program Projects

PIN #	TA Program		Project Cost	FY 2013	TIP						TIP COST (2014-2019)	REMAINING COST (2020+)	FUNDING
	Priority	Jurisdiction/Projects			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019			
	1	Anderson County SC 81 Sidewalks	240	240									TAP 20% Local Match
	2	City of Clemson/Pickens CTC Berkely Drive Shared Use Path	800	800									TAP 20% Local Match
	3	City of Simpsonville Simpsonville Swamp Rabbit Trail	280	280									TAP 20% Local Match
	4	Anderson School District Ragsdale Road Sidewalks	200	200									TAP 20% Local Match
	5	City of Easley Brushy Creek Greenway Phase 1&2	534	534									TAP 20% Local Match
	6	City of Mauldin Fowler Circle Multi-Use Path	260	260									TAP 20% Local Match
	7	Greenville County Poinsett Corridor Pedestrian and Landscaping	795	795									TAP 20% Local Match
	TAP OBLIGATION			(3,109)	0	0	0	0	0	0			
	ANNUAL TAP ALLOCATION			622	622	622	622	622	622	622	3,731		
	FUNDING ADVANCEMENT			2,487									
	ADVANCEMENT REPAYMENT				622 (13)	622 (13)	622 (13)	622 (13)					
	BALANCE			0	0	0	0	0	622	622			
	TAP TOTAL			3109	0	0	0	0	0	0			

FY 2014-2019 TIP GRAND TOTAL

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.

** - INCLUDES FY 2005 AND FY 2006 SPENDING LIMITATIONS



Greenville County Planning Department

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Attachment 3

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: GPATS Transit Reorganization Proposal

On February 28, 2014 the Policy Committee was emailed a proposal by Chairman Butch Kirven for GPATS to assume Designated Recipient Status over the Greenville and Mauldin-Simpsonville Urbanized Areas.

The Greenville Transit Authority currently serves as the Designated Recipient of FTA 5307 and 5339 funding.

The memos and resolutions from Mr. Kirven are included as **Attachment 3.2**. Please review them. Staff and SCDOT will be on hand to answer any questions that may arise.

The GPATS Policy Committee will be asked to adopt the Resolution on page 4 of the attachment (3.2). The signed Resolution, with Advice of Counsel and Concurrences from local transit providers, will be sent to FTA for authorization for GPATS to sub-allocate and administer FTA 5307, 5310, and 5339 grant fundings as a Designated Recipient.



H. G. (Butch) Kirven, Jr.

County Council District 27

Chairman, GPATS Policy Committee

Office: 7 Ralph Hendricks Drive, Simpsonville, SC 29681

Tel: (864) 228-9300

bkirven@greenvillecounty.org

February 25, 2014

GPATS Policy Committee

Re: GPATS Role in Public Transit – A Proposal

GPATS, as an MPO under federal law, is charged with oversight responsibility for public transit within its region. With two public transit organizations - GTA/Greenlink and Clemson Area Transit - now operating in GPATS' jurisdiction, it is incumbent upon GPATS to provide a structure that will maximize opportunities for transit funding and to ensure that federal transit funds are fairly apportioned, allocated, and well-managed. The frictions and disagreements that have surfaced between these two public transit organizations must be resolved.

During our last GPATS meeting, I reported that a meeting was held in December with representatives of GTA/Greenlink and CAT, and that efforts were underway to work through the thorny issues that are in contention. Since then, I have worked hard to overcome my own disadvantage in knowledge of how public transit is supposed to work from the local to the federal level. I have engaged staff experts from GPATS and SCDOT and studied FTA regulations in order to accelerate my understanding – always careful to approach the issues evenhandedly and with a goal of finding the best solution for our particular circumstances.

In reviewing the situation merit can be found in the positions of both organizations - along with troubling intransigence. Therefore, after giving the matter a lot of time, study, and thought based upon input from the parties and from experts in transit, I am submitting to you a proposed structural change in GPATS's transit policy: GPATS will become the "Designated Recipient," as defined by FTA regulations, and will work with both GTA/Greenlink and CAT in making sound and timely decisions. GPATS staff will be able to handle the added responsibility with the addition of a professional transportation planner to fill a position which is currently vacant, and I am confident that this change will be beneficial to both GTA/Greenlink and CAT with only minor adjustments required.

Please read the attached memorandum which describes the proposed new structure in greater detail together with the accompanying Resolution that will be offered for your approval.

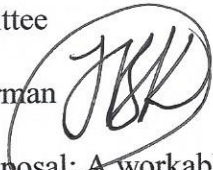
I hope you will agree to approve this measure so we can get on with business.

Respectfully submitted,

February 25, 2014

MEMORANDUM FOR: GPATS Policy Committee

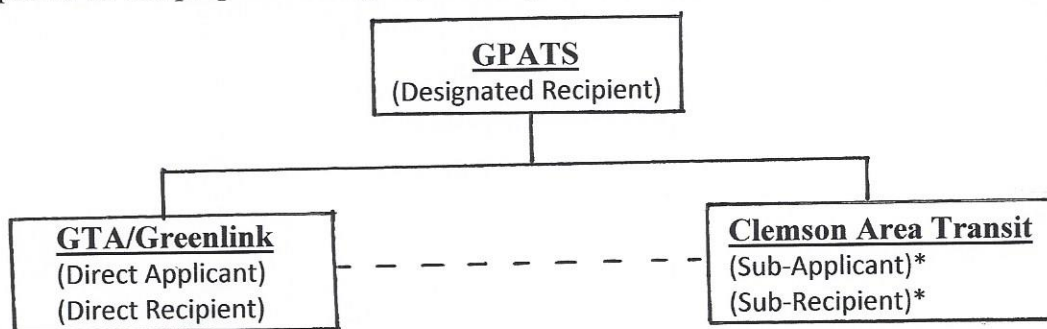
FROM: H. G. (Butch) Kirven, Jr. GPATS Chairman



SUBJECT: GPATS Role in Public Transit - Proposal: A workable operating structure for GPATS, GTA/Greenlink and Clemson Area Transit (CAT)

1. In July 2012, a new federal transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), became law. It brought with it significant changes for GPATS including new requirements affecting the two public transit providers now operating in the GPATS urbanized (UZA) area of responsibility - GTA/Greenlink and CAT. It has become obvious that GPATS must take a more active role in public transit policy and administration in order to assist both GTA/Greenlink and CAT in achieving a more constructive approach to transit across our area.
2. Changes in GPATS boundaries were mandated based on results of the 2010 US Census. GPATS was required to expand to the southwest based on population growth patterns. The new GPATS area included the Cities of Clemson, Central and Liberty in Pickens County plus surrounding areas, as well as the Cities of Pendleton, Pelzer, West Pelzer, and Williamston in Anderson County, plus surrounding area.
3. Whereas, prior to the expansion of the GPATS, only one public transit agency served the GPATS area - Greenville Transit Authority (GTA), a state created entity with its board of directors appointed by the Legislative Delegation, Greenville County Council, and the City of Greenville. For most of its history, GTA contracted with private companies to provide bus service in the greater Greenville area. GTA qualified as a "Designated Recipient" in order to directly apply for and receive federal transit grants through FTA. GTA also receives local funding from both the City and County of Greenville. The performance of GTA, over the long-term, fell below expectations as the population density increased, so in 2008, Greenville County and the City of Greenville initiated changes that resulted the creation of GTA/Greenlink, a bus system operated by the City of Greenville under a contract with GTA. The chair of the GTA Board was an ex-officio, non-voting, member of the GPATS Policy Committee. MAP-21 required that the public transit representative become a regular voting member of the MPO (GPATS) Policy Committee.
4. Meanwhile, prior to being brought into GPATS, Clemson Area Transit (CAT), operated by the City of Clemson, provided services in what was classified as a "rural assistance" area with FTA grant funding and support coming through the Appalachian Council of Governments (ACOG). When GPATS new expanded boundary was approved in 2013, two public transit providers were then operating within GPATS - GTA/Greenlink and CAT - but with altogether different operating methods, revenue sources, and FTA status.

5. Almost immediately frictions and disagreements arose between the two organizations. Relations between CAT and GTA/Greenlink have been strained and counter-productive. It is GPATS responsibility to resolve this situation before funding for both entities is disrupted and/or delayed. It is up to GPATS to undertake to fairly and equitably support both of these public transit organizations during this transition and to ultimately facilitate better service to the public across the GPATS region. It is important to understand and comply with FTA standards and regulations in order to continue federal transit grant funding, and to encourage cooperation between GTA/Greenlink and CAT in better serving the citizens in our region. Doing nothing risks missing opportunities for grant funding and other repercussions, whereas, positive change will yield new opportunities.
6. The proposed new structure would assign GPATS as the "Designated Recipient," as defined by FTA. This change would bring GPATS into its proper oversight role and enable it to allocate and apportion federal transit funds in accordance with FTA regulations. FTA requires a Designated Recipient to allocate and apportion category 5307 funds - 5339 and 5310 cannot be sub-allocated and must be directly administered by a Designated Recipient. This new structure would provide for transparency and proportional representation in policy decisions while building trust with our public transit providers.
7. Despite what some may say, administrative requirements for GPATS staff to support this change are not great. Current staff could perform the tasks and a currently vacant staff position would be filled by someone qualified as a professional transportation planner. Clemson/CAT is working on qualifying to become a Direct Recipient/Direct Applicant, a status currently held by GTA/Greenlink.
8. There is some urgency to resolve this matter. Our immediate need is to agree to move ahead together with assurance of mutual respect and cooperation going forward. Approval of this proposed change by all the parties would accomplish that.



*CAT may qualify to become a Direct Applicant/Direct Recipient upon attainment of capabilities to comply with FTA reporting areas.

GPATS DESIGNATED RECIPIENT AUTHORIZING RESOLUTION

Summary:

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

Preamble:

WHEREAS, the Greenville-Pickens Area Transportation Study ["the Applicant"] is the designated Metropolitan Planning Organization for the Greenville and Mauldin-Simpsonville South Carolina Urbanized Areas;

WHEREAS, the Applicant has the responsibility for formulizing and approving the areas' Long-Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program in conjunction with SCDOT, FHWA, and FTA Regulations;

WHEREAS, it is the desire of the Applicant to be assigned Designated Recipient status for Federal Transit Administration Sections 5307, 5310, and 5339 of the United States Code;

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant, and may require the Applicant or authorized Direct Recipients there under to provide the local share of the project cost;

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

NOW, THEREFORE, BE IT RESOLVED BY THE GREENVILLE-PICKENS AREA TRANSPORTATION STUDY POLICY COORDINATING COMMITTEE:

1. That the Chairman of the GPATS Policy Committee is authorized to execute and file an application for Federal assistance on behalf of the Greenville-Pickens Area Transportation Study with the Federal Transit Administration for the assignment of Designated Recipient status for Sections 5307, 5310, and 5339 funding as provided in this resolution's preamble. Furthermore, the Chairman is authorized to execute and file all related applications and exhibits, pursuant to this designation, that may be required for all Federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.
2. That the Chairman of the GPATS Policy Committee is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. That the Chairman of the GPATS Policy Committee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the Greenville-Pickens Area Transportation Study.

CERTIFICATION

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

Councilman H.G. (Butch) Kirven Jr., Chairman

Attested by: Keith R. Brockington, GPATS MPO Manager

Date of Signature



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Attachment 4

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: Greenville Transit Authority Designation Resolution

As the governing body for the GPATS Metropolitan Planning Organization, and the Urbanized Areas for Greenville and Mauldin/Simpsonville, the GPATS Policy Committee is responsible for designating the recipient of Federal Transit Authority funding.

The GPATS Transportation Improvement Program serves as a conduit for FTA funding to the designated recipient, which has historically been the Greenville Transit Authority. With the new Census-mandated expansion of the GPATS area, FTA is requiring a new Resolution of Designation by GPATS.

In **Attachment 4.2**, please find the DRAFT Resolution for Designation by GPATS for the Greenville Transit Authority to continue to serve as the Designated Recipient of FTA funding.

Approval of the Resolution will retain the Greenville Transit Authority as the Designated Recipient of FTA funding for the Greenville and Mauldin/Simpsonville Urbanized Areas.

**Greenville Pickens Area Transportation Study
Resolution of the Policy Committee**

**Designation of the Greenville Transit Authority as the Designated Recipient in the Greenville
Urbanized Area for Federal Transit Administration Section 5310 Designation**

WHEREAS, The Greenville Transit Authority (GTA) is designated by the Governor of the state of South Carolina as the agency responsible to receive and administer funds apportioned to the Greenville urbanized area with greater than 200,000 in population in accordance with the U.S. Department of Transportation Federal Transit Administration (FTA) Section 5307 Circular C 9030.1D;

WHEREAS, The Federal Transit Administration (FTA) implemented the Moving Ahead for Progress in the 21st Center Act (MAP-21) to facilitate the award of grant funding pursuant to the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49.U.S.C. Section 5310) in urbanized areas over 200,000 in population, of which the Greenville urbanized area is one;

WHEREAS, a designation is required to be made for the administration of funds in those urbanized areas over 200,000 in population;

WHEREAS, the designation must demonstrate joint concurrence by the Governor, publicly owned operators of mass transportation services, and responsible local officials acting through the Metropolitan Planning Organization (MPO);

WHEREAS, The Greenville Pickens Area Transportation Study (GPATS) is a Transportation Management Area including all or part of Greenville and Pickens Counties in South Carolina;

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT: The Greenville Pickens Area Transportation Study (GPATS) Policy Committee concurs with the designation of the Greenville Transit Authority (GTA) as the Designated Recipient of FTA MAP-21 Section 5310 funds for the large urban funding apportioned to the Greenville urbanized area that is available to serve residents of the urbanized portion of both Greenville and Pickens Counties.

Done in open meeting this 17th day of March, 2014

Mr. Butch Kirven, Chairman, Policy Committee
Greenville Pickens Area Transportation Study



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Attachment 5

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: GPATS and GTA Memorandum of Understanding

Part of the recent Certification of GPATS included a requirement for GPATS to work more closely with the regional transit providers. The Greenville Transit Authority has long worked closely with the GPATS Policy Committee, Study Team, and Staff, and the attached Memorandum of Understanding (**Attachment 5.2**) formally establishes the guidelines of this long-standing partnership.

Approval of the Memorandum of Understanding will formalize the relationship between GPATS and the Greenville Transit Authority. Given the existing nature of the operations between GPATS and the GTA, this will not cause any substantive changes to how GPATS and the GTA communicate or operate, but will serve to recognize an already outstanding relationship.

MEMORANDUM OF UNDERSTANDING
BETWEEN THE GREENVILLE PICKENS AREA TRANSPORTATION STUDY (GPATS)
AND
THE GREENVILLE TRANSIT AUTHORITY (GTA)

WHEREAS, the Federal Highway Administration (hereinafter called "FHWA") and the Federal Transit Administration (hereinafter called "FTA"), have promulgated regulation 23CFR450.310(b) that states: "There shall be an agreement between the MPO and operators of publicly owned transit services which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming as required by this subpart."

WHEREAS, Local municipalities within the Greenville Urbanized area have designated GPATS to carry out urban transportation planning, and

WHEREAS, GTA is the Designated Recipient for Federal Transit Administration funds under section 5307 of the Federal Transit Act, as amended

THEREFORE BE IT RESOLVED, that the following provisions of this Memorandum of Understanding are agreeable to all parties;

Section 1: The Chair of the Greenville Transit Authority shall be a voting member of the GPATS Policy Committee pursuant to all the rights and responsibilities which pertain thereto.

Section 2: A member or member(s) of the GTA planning staff shall be part of the GPATS Study Team Committee pursuant to all the rights and responsibilities which pertain thereto.

Section 3: GTA will provide GPATS with yearly 5-year budget projections for both operations and capital for the inclusion in the Transportation Improvement Plan (TIP).

Section 4: GTA will provide GPATS with a copy of its yearly Program of Projects (POP) for the MPO's approval.

Section 5: GTA will provide a list of all planning activity reimbursed using 5307 planning funds to be incorporated into the UPWP in a manner conducive with FTA regulations.

Section 6: GPATS agrees to subcontract with GTA for transportation planning and to pass through to GTA the 5303 planning funds of which it (GPATS) is the recipient.

Agreement entered upon this 17th day of March, 2014

Mr. Butch Kirven, GPATS Chairman

Mr. James W. Fouche III, GTA Chairman

GPATS Projects Status Report – March, 2014

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

Interstate

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; 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); final asphalt paving completed summer 2013

I-85/I-385 Interchange: design-build project to complete the 6-laning of I-385 from south of Woodruff Road to north of I-85; 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; this project will also replace the Roper Mountain Road bridge over I-85; design public hearing held 11/15/2012; final environmental approval from FHWA on 2/4/13; Request for Qualifications (RFQ) issued July 2013, with the issue of the final Request for Proposals (RFP) anticipated for spring 2014, and with contract execution by fall 2014; completion of design, and right of way and permit acquisitions anticipated for 2014/15 with construction in 2016/17/18; estimated \$270 million budget to cover all PE, R/W, utility relocation and construction costs

I-85 Resurfacing: 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; final asphalt paving completed summer 2013

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; landscaping installed February 2012 and final paving completed May 2012

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; no ARRA funds) for this project, with the City of Greenville responsible for any amount over \$5.1 million; curb/gutter/sidewalk completed late 2011; lighting, irrigation and landscaping completed spring 2012; final paving completed in June 2012

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 approved 12/5/2011; R/W acquisition process is underway, with construction scheduled to begin late 2014

Batesville Road in Greenville County: widen 2.2 miles of Batesville Road to 3 lanes with curb, gutter, sidewalks and bike lanes from SC 14 to Roper Mountain Road; includes new traffic signals at Pelham Falls, Anderson Ridge Road and Roper Mountain Road; executed a design contract 9/23/09 with Vaughn & Melton in the amount of \$630,420; public information meeting held 11/9/10, with large majority favoring relocating road away from cemetery; contract modification in the amount of \$485,184 approved Aug. 2011 to cover relocation around church and new bridge over Rocky Creek, and more extensive environmental documentation; environmental document approved 1/30/13 and design public hearing held 3/7/13; substantial number of comments recommended more lanes and/or relief from existing traffic congestion, especially at SC 14; revising design to include intersection improvements at SC 14 and additional lane between SC 14 and new bridge; R/W acquisitions anticipated for 2014 and 2015 with construction beginning early 2016; \$6.5 million guideshare construction budget will only fund about 50% of the project so anticipate initial construction project limits from SC 14 to just beyond the entrance to Chatsworth subdivision

SC 183/Alex Drive Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Alex Drive/Saluda View Rd.; environmental document completed October 2010; construction bids opened July 2012, with Thrift Development the low bidder at \$753,372.20; construction began October 2012, with a 7/31/13 completion date; \$1.5 million Appalachian COG funds available for this project; project was substantially complete 8/13/13

SC 183/Jim Hunt Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jim Hunt Road.; environmental document completed October 2010; R/W acquisitions are complete; construction funding is in FY 16; a crest vertical curve on SC 183 will have to be lowered about 3 feet (via a temporary detour lasting approximately 1 week) due to the crash history and to meet sight distance requirements

SC 183/Jameson Road Intersection in Pickens County: provide turning lanes on SC 183 (Farrs Bridge Road) at Jameson Road and relocate Old Dacusville Road; R/W funding is in FY 15 with construction funding in FY 17

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

Roper Mountain Road in Greenville County: widen Roper Mountain Road between Garlington and Feaster Roads to three lanes with curb, gutter and sidewalks; public information meeting held July 31, 2012; R/W acquisition process is underway with construction scheduled to begin fall 2014

US 178/SC 93 Intersection in Liberty: provide turning lanes at the intersection of US 178 and SC 93; public information meeting held 10/20/11; R/W acquisition process is underway with construction scheduled to begin fall 2014

SC 153 Extension in Easley: extend SC 153 from US 123 to Saluda Dam Road, including new bridges over the railroad and Hamilton Creek; the design contract with CECS in the amount of \$2,233,408 was executed 8/25/10; public info meeting held 10/4/11; environmental document was approved 9/10/13, and the design public hearing held 10/29/13; R/W acquisitions scheduled for 2014/15, with construction beginning late 2015/early 2016; the design contract with CECS was increased by \$1,089,011 to cover the preparation of R/W and construction plans for Phase 2 (Prince Perry Rd to Saluda Dam Rd); Corps permit anticipated to take 1 year to secure; intent is to combine both phases into one construction contract

Salters Road in Greenville: widen Salters Road from Verdae Blvd. to Millennium Blvd., including a new bridge over I-85; a design contract with Transystems in the amount of \$1,146,998 was executed 6/24/10; a contract modification for \$219,910.49 was executed March 29, 2012 due to more extensive environmental studies and documentation than initially anticipated; public information meeting held 2/9/12; environmental document approved 6/18/13, and design public hearing held 8/6/13; R/W acquisition process scheduled for 2014/2015, with construction beginning by mid-2015; intent is to close the road and bridge January through October 2016 while the existing bridge over I-85 is demolished and rebuilt

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, with a completion date of 7/15/12; project is complete

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

SC 101 @ Fews Chapel/Fews Bridge Roads in northern Greenville County: improve the intersection of O'Neal Road, Fews Chapel Road and Fews Bridge Road by realigning Fews Bridge Road and providing turning lanes and traffic signals; environmental document approved 7/16/10; R/W acquisitions are complete; bids opened July 2012 with Threlko Construction the low bidder at \$1,185,594.43; work began 10/16/2012 and was completed late 2013

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

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

SC 290 @ SC 253 in northern Greenville County: improve the intersection of Locust Hill Road and Mountain View Road in the Sandy Flat community; a public information meeting was held 1/20/11, with the majority of comments opposed to aligning SC 253 with Pine Log Ford Road; an alternate design with the intersection closer to the existing location was prepared and both designs were presented at a follow-up public information meeting on 10/11/11; based on public feedback, SCDOT is moving forward with a "signalized" design that improves the skew angle but keeps the intersection as close as possible to the existing location and maintains the Keller Road/SC 290 intersection; environmental document approved 2/28/13; R/W acquisitions scheduled for 2014, with construction in 2015

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 has been extended 27 days (from 6/22/12 to 7/19/12) due to unexpected obstacles in drainage construction; this is a jointly funded project with the Pickens CTC providing PE funding and \$465,000 of construction funds; project is complete

Brushy Creek Road @ Strange/Kimbrell Roads adjacent to Eastside HS: improve the intersection of Brushy Creek Road at Strange/Kimbrell Roads by providing additional turning lanes; public information meeting held Oct. 18, 2012, with environmental document approval 2/14/13; R/W acquisitions underway with construction beginning fall 2014

US 178 Ann Street in the City of Pickens: this is a jointly funded project with the Pickens CTC; the intent is to improve US 178 from Main Street to just beyond the Jones Street intersection; the CTC through their consultant (Transystems) will prepare R/W and construction plans utilizing CTC funds, and contribute approx. \$1.4 million towards construction; SCDOT will prepare the environmental document, and manage the R/W, utility relocation and construction phases; a public information meeting was held Feb. 2, 2012; environmental document and plan preparation are underway, with R/W acquisitions scheduled for 2014, with construction beginning fall 2015

SC 146 Woodruff Road/Scuffletown Road intersection improvements in Greenville County: in an effort to match the project scope with the budget, intent is to reduce the scope to improvements to the Woodruff/Scuffletown Roads intersections, including some widening of Scuffletown Road; plan preparation and environmental studies underway, R/W acquisitions scheduled for 2015, with construction beginning mid-2016

SC 14 improvements between Five Forks Road and Bethel Road in Greenville County; add dual left turn lanes at Five Forks Road and at Bethel Road, and add one lane in each direction to SC 14 between the 2 intersections; PE phase has been initiated and surveys completed; R/W acquisitions scheduled to occur in 2015 with construction beginning by mid-2016

Roper Mountain Road Extension (S-547) improvements between Pelham Road and Roper Mountain Road in Greenville County; widen to 3 lanes with curb/gutter/sidewalk; \$1,496,391 consultant agreement with Florence & Hutcheson executed 1/29/13; R/W acquisitions scheduled for 2015/16 with construction in 2017/18

Roper Mountain Road (S-548) improvements between Roper Mountain Ext. and I-85; widen to 3 lanes with curb/gutter/sidewalk; \$1,114,188 consultant agreement executed with Florence & Hutcheson executed 1/29/13; R/W acquisitions scheduled for 2015/16 and with construction in 2017/18

Fairforest Way Phase 2 improvements between Ridge and Laurens Roads; LPA project with the City of Greenville, using earmark funds matched by the City; R/W acquisitions underway with construction anticipated for 2014/2015

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; substantial completion date was 12/14/ 2012

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

elrodjt@scdot.org

864-239-6098 office

864-982-0080 cell



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Attachment 7

MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: Unified Planning Work Program (UPWP) Planning Draft Projects

The following projects have been submitted for inclusion in the UPWP for funding of carryover PL funds:

1. Anderson County (w/ Town of Pendleton, Anderson School District #4, ACOG, SCDOT): Pendleton Area Bicycle and Pedestrian Plan; \$24,000 requested funding; match by Anderson County
2. Town of Williamston: Town of Williamston Bicycle and Pedestrian Master Plan; \$25,000 requested funding; match by Town of Williamston
3. City of Greer: Downtown Bicycling and Walking Plan; \$40,000 requested funding; match by City of Greer
4. City of Clemson: Issaquena Trail Plan; Requested Funding TBD
5. City of Traveler's Rest: Bicycle Master Plan; Requested Funding TBD
6. City of Mauldin East Butler Road Corridor Plan; \$40,000 requested funding; match by City of Mauldin

These projects are being presented to the Study Team and Policy Committee for discussion and review. The PL carryover available to GPATS for Fiscal Year 2015 is \$108,915, and so the GPATS Staff and Study Team will assess the projects and rank them based upon need and potential and present the final list for inclusion into the UPWP to the Policy Committee in June that meets the funding limitation.

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



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Attachment 8

MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: Transportation Alternatives Program Draft Projects

The following applications have been received for the FY 2014 TAP Cycle:

- City of Greenville: Woodruff Road Sidewalks; Requested Funding: \$360,976.00, City of Greenville Local Match: \$90,244.00
- Anderson County School District Four: Riverside Middle School Sidewalks; Requested Funding: \$250,000.00, And. Sch. Dist. 4 Local Match: \$50,000.00

These projects are being presented to the GPATS Study Team and Policy Committee for discussion and review. Their applications can be made available upon request.

The GPATS TAP Program Document and FHWA requires that all projects be ranked, so GPATS Staff will proceed with ranking the above projects. The total for both projects is below the GPATS TAP allocation of \$621,818, so at this time we do not see the need to competitively decide between the projects.

GPATS Staff will work with the applicants to ensure that their proposals are as finalized as possible ahead of the final June approvals into the GPATS TIP.

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



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Attachment 9

MEMORANDUM

TO: GPATS Study Team

FROM: GPATS Staff

DATE: March 17, 2014

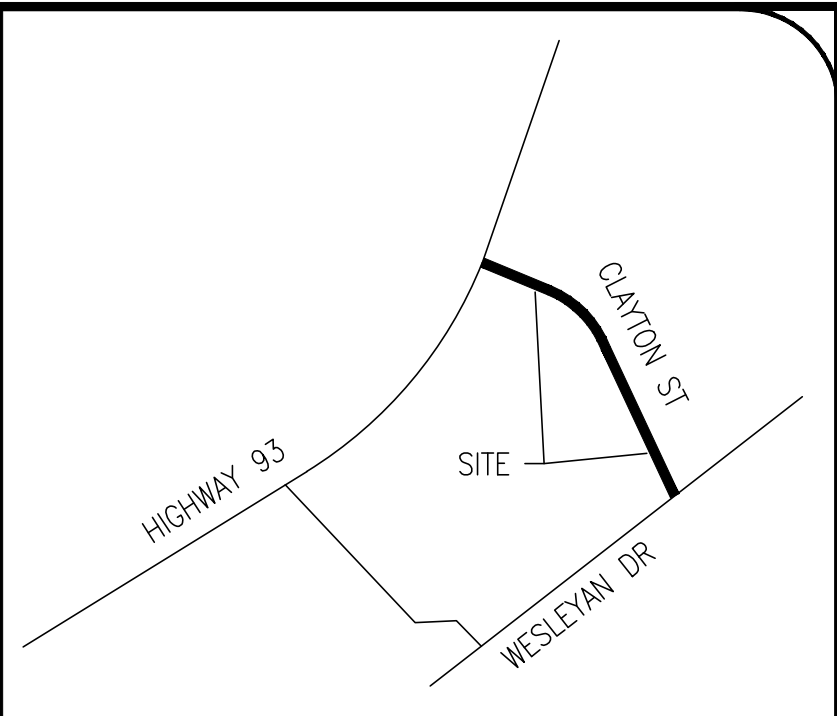
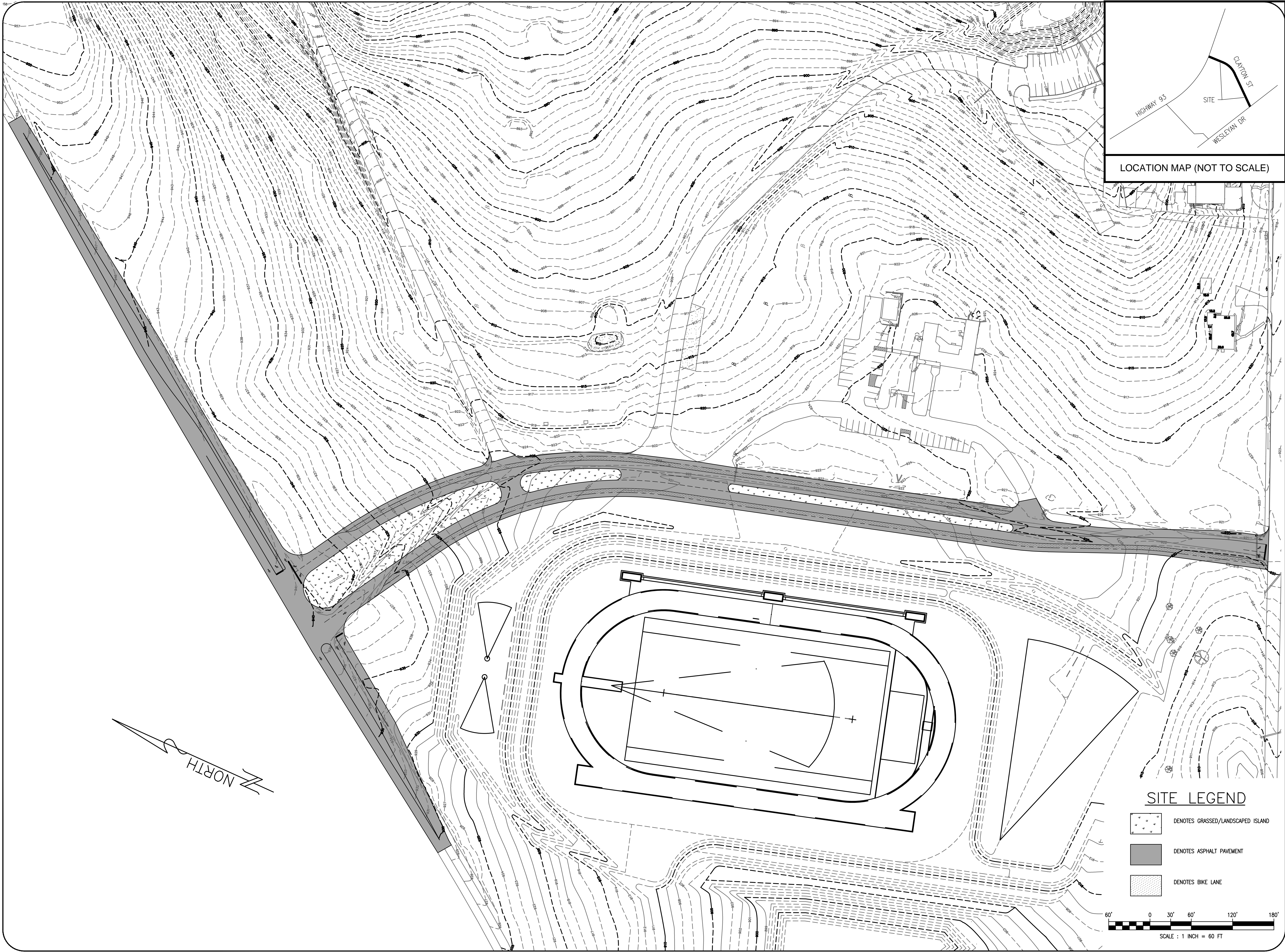
SUBJECT: Town of Central Project Proposal

At the January GPATS meeting, the Town of Central made a request of the Policy Committee to include one of their top priorities in the GPATS Long-Range Transportation Plan, Clayton Street, a State Road passing through Southern Wesleyan University

GPATS Staff is currently assessing the project, proposal included as **Attachment 9.2**, for viability. Central, at Staff's request, is also pursuing other alternatives such as the SCDOT Safety Office and the Pickens County C-Fund Committee.

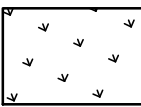


At this time there is still a question of eligibility of the road to be included in the GPATS LRTP, so there is no recommendation to the Study Team for an LRTP amendment. A delay in getting the project into the LRTP will not affect the speed at which the project may be done, so GPATS Staff is intending to have a final recommendation for an LRTP amendment in June.

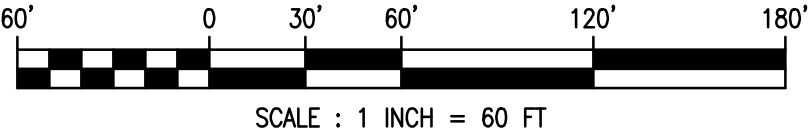
This item is being presented for informational purposes only, and no action by the Policy Committee is required at this time.



LOCATION MAP (NOT TO SCALE)

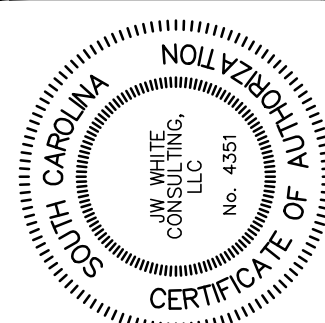
SITE LEGEND

-  DENOTES GRASSED/LANDSCAPED ISLAND
-  DENOTES ASPHALT PAVEMENT
-  DENOTES BIKE LANE



JW WHITE CONSULTING, LLC

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Email: jwhiteconsulting@gmail.com



**SOUTHERN WESLEYAN UNIVERSITY
CLAYTON STREET REDEVELOPMENT**

TOWN OF CENTRAL SOUTH CAROLINA

DRAWN BY: JWW
CHECKED: JWW
DATE: 11/13/13
JOB NUMBER: 13043
REVISIONS: 0
PRELIMINARY PLAN

SHEET

C-1

PRELIMINARY
PLAN



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Attachment 10

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: GPATS Guideshare Funding Update

SCDOT has been working to account for the recent changes to the Census Urbanized areas in how they divide the Guideshare Formula between the various MPOs and COGs around the state.

GPATS currently receives \$14.835 million per year in Guideshare funding, which makes up the majority of our roads and intersection projects. The first page of your TIP (**Attachment 2.2**) is dedicated to the Guideshare spending.

Please first view **Attachment 10.2**. Using the current formula of 50% population and 50% Vehicle Miles Traveled (VMT), under the revised breakout GPATS would receive an additional \$974,860 per year.

Attachment 10.3 uses a modified formula that does not consider VMT, and is based solely on population. Under this breakout, GPATS would receive an additional \$3,242,877 million per year.

SCDOT, in conjunction with the state MPOs and COGs, will be endorsing the "Population-Only Formula" in **Attachment 10.3** to the SCDOT Commission at their March meeting.

This item is being presented for informational purposes only, and no action is required by the Policy Committee at this time. GPATS Staff will include the final Guideshare changes in the TIP at Policy Committee meeting in June.

GUIDESHARE SCENARIO SUMMARY
BASED ON PROPOSED FUNDING: \$138,000,000

MPOs			
	SCENARIO	CURRENT *	GAIN (LOSS)
ANATS	\$2,358,795	\$2,540,761	(\$181,966)
ARTS	\$3,424,100	\$3,393,387	\$30,713
CHATS	\$18,495,452	\$15,807,877	\$2,687,575
COATS	\$20,652,039	\$16,725,999	\$3,926,040
FLATS	\$3,128,530	\$2,486,686	\$641,844
GPATS	\$15,809,904	\$14,835,044	\$974,860
GSATS	\$7,508,882	\$6,333,479	\$1,175,403
RFATS	\$5,770,740	\$4,093,613	\$1,677,127
SPATS	\$6,776,082	\$6,246,239	\$529,843
SUATS	\$2,321,124	\$2,428,403	(\$107,279)
LATS	\$2,192,964	\$0	\$2,192,964
TOTAL URBAN GS:	\$88,438,613	\$74,891,490	\$ 13,547,125
	64.09%	54.21%	\$ (289,244)

RURAL COGS			
	SCENARIO	CURRENT *	GAIN (LOSS)
APPALACHIAN	\$7,618,527	\$9,245,453	(\$1,626,926)
BCD	\$2,927,600	\$4,543,388	(\$1,615,788)
CATAWBA	\$4,805,604	\$5,913,946	(\$1,108,342)
CENTRAL MIDLANDS	\$3,782,254	\$4,167,334	(\$385,080)
LOWCOUNTRY	\$3,743,976	\$8,153,516	(\$4,409,540)
LOWER SAVANNAH	\$6,617,985	\$7,446,890	(\$828,905)
PEE DEE	\$6,938,568	\$8,709,131	(\$1,770,563)
SANTEE-LYNCHES	\$3,961,305	\$4,970,832	(\$1,009,527)
UPPER SAVANNAH	\$5,949,455	\$6,601,670	(\$652,215)
WACCAMAW	\$3,216,112	\$3,499,517	(\$283,405)
TOTAL RURAL GS:	\$49,561,387	\$63,251,677	\$ (13,690,290)
	35.91%	45.79%	\$ (13,690,290)

ENTER TOTAL SYSTEM UPGRADE FUNDS:
\$138,000,000

MPO Population Share (67.39%) MPO VMT Study Area Share (60.79%)
COG Population Share (32.61%) COG VMT Share (39.21%)

BASED ON FOLLOWING WEIGHT FACTORS:	
POPULATION	50%
VMT	50%
	100%

*This scenario consists of the current formula with updated population and VMT

URBAN/RURAL SPLIT BREAKDOWN	
URBAN PORTION	\$88,438,613
RURAL PORTION	\$49,561,387

Regional Analysis						
	Before	After	Gain/(Loss)	% change	% of total before	% of total after
Appalachian	\$32,867,497	\$32,563,309	(\$304,188)	-0.93%	23.79%	23.60%
ARTS/Lower Savannah	\$10,840,277	\$10,042,085	(\$798,192)	-7.36%	7.85%	7.28%
CHATS/BCD	\$20,351,265	\$21,423,052	\$1,071,787	5.27%	14.73%	15.52%
Midlands	\$20,893,333	\$24,434,293	\$3,540,960	16.95%	15.12%	17.71%
FLATS/Pee Dee	\$11,195,817	\$10,067,099	(\$1,128,718)	-10.08%	8.10%	7.29%
Grand Strand	\$9,832,996	\$10,724,994	\$891,998	9.07%	7.12%	7.77%
RFATS/Catawba	\$10,007,559	\$10,576,344	\$568,785	5.68%	7.24%	7.66%
SUATS/Santee Lynches	\$7,399,235	\$6,282,429	(\$1,116,806)	-15.09%	5.36%	4.55%
Lowcountry	\$8,153,516	\$5,936,940	(\$2,216,576)	-27.19%	5.90%	4.30%
Upper Savannah	\$6,601,670	\$5,949,455	(\$652,215)	-9.88%	4.78%	4.31%
	\$138,143,165	\$138,000,000	(\$143,165)			

GUIDESHARE SCENARIO SUMMARY
BASED ON PROPOSED FUNDING: \$138,000,000

MPOs			
	SCENARIO	CURRENT *	GAIN (LOSS)
ANATS	\$2,815,237	\$2,540,761	\$274,476
ARTS	\$3,593,769	\$3,393,387	\$200,382
CHATS	\$19,026,279	\$15,807,877	\$3,218,402
COATS	\$19,199,714	\$16,725,999	\$2,473,715
FLATS	\$3,107,082	\$2,486,686	\$620,396
GPATS	\$18,077,921	\$14,835,044	\$3,242,877
GSATS	\$7,599,944	\$6,333,479	\$1,266,465
RFATS	\$6,035,144	\$4,093,613	\$1,941,531
SPATS	\$6,376,359	\$6,246,239	\$130,120
SUATS	\$2,536,368	\$2,428,403	\$107,965
LATS	\$4,625,288	\$0	\$4,625,288
TOTAL URBAN GS:	\$92,993,104	\$74,891,490	\$ 18,101,616
	67.39%	54.21%	\$ -

RURAL COGS			
	SCENARIO	CURRENT *	GAIN (LOSS)
APPALACHIAN	\$7,579,497	\$9,245,453	(\$1,665,956)
BCD	\$2,181,422	\$4,543,388	(\$2,361,966)
CATAWBA	\$4,903,284	\$5,913,946	(\$1,010,662)
CENTRAL MIDLANDS	\$2,883,809	\$4,167,334	(\$1,283,525)
LOWCOUNTRY	\$2,688,118	\$8,153,516	(\$5,465,398)
LOWER SAVANNAH	\$5,489,253	\$7,446,890	(\$1,957,637)
PEE DEE	\$6,622,076	\$8,709,131	(\$2,087,055)
SANTEE-LYNCHES	\$3,208,717	\$4,970,832	(\$1,762,115)
UPPER SAVANNAH	\$6,263,156	\$6,601,670	(\$338,514)
WACCAMAW	\$3,187,564	\$3,499,517	(\$311,953)
TOTAL RURAL GS:	\$45,006,896	\$63,251,677	\$ (18,244,781)
	32.61%	45.79%	\$ (18,244,781)

ENTER TOTAL SYSTEM UPGRADE FUNDS:

\$138,000,000

MPO Population Share (67.39%)

MPO VMT Study Area Share (60.79%)

COG Population Share (32.61%)

COG VMT Share (39.21%)

BASED ON FOLLOWING WEIGHT FACTORS:

POPULATION	100%
VMT	0%
	100%

*This scenario considers the study area population only to determine urban/rural split.

*This scenario allocates funding amongst the MPOs by urban population and clusters only - NO VMT.

URBAN/RURAL SPLIT BREAKDOWN

URBAN PORTION	\$92,993,104
RURAL PORTION	\$45,006,896

Regional Analysis

	Before	After	Gain/(Loss)	% change	% of total before	% of total after
Appalachian	\$32,867,497	\$34,849,014	\$1,981,517	6.03%	23.79%	25.25%
ARTS/Lower Savannah	\$10,840,277	\$9,083,021	(\$1,757,256)	-16.21%	7.85%	6.58%
CHATS/BCD	\$20,351,265	\$21,207,701	\$856,436	4.21%	14.73%	15.37%
Midlands	\$20,893,333	\$22,083,523	\$1,190,190	5.70%	15.12%	16.00%
FLATS/Pee Dee	\$11,195,817	\$9,729,159	(\$1,466,658)	-13.10%	8.10%	7.05%
Grand Strand	\$9,832,996	\$10,787,508	\$954,512	9.71%	7.12%	7.82%
RFATS/Catawba	\$10,007,559	\$10,938,428	\$930,869	9.30%	7.24%	7.93%
SUATS/Santee Lynches	\$7,399,235	\$5,745,085	(\$1,654,150)	-22.36%	5.36%	4.16%
Lowcountry	\$8,153,516	\$7,313,406	(\$840,110)	-10.30%	5.90%	5.30%
Upper Savannah	\$6,601,670	\$6,263,156	(\$338,514)	-5.13%	4.78%	4.54%
	\$138,143,165	\$138,000,000	(\$143,165)			



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Attachment 11

MEMORANDUM

TO: GPATS Policy Committee

FROM: GPATS Staff

DATE: March 17, 2014

SUBJECT: Woodruff Parallel and SC-153 Project Acceleration Proposal

At the City of Greenville's request, GPATS Staff and SCDOT have been assessing methods of allowing the City of Greenville to proceed with some critical sections of the Woodruff Road Parallel project, the top ranked project in the GPATS LRTP. Due to the funding constraints of the TIP and LRTP, current estimates to begin work on the Woodruff Road Parallel are for 2020, when the need for the project is existing and certain to worsen in the next few years.

In the discussion, it became clear that no work could be done on one segment of the Parallel without the entire project going through Environmental Assessment, which in turn requires the entirety of PE and ROW funding to be in the TIP, and a portion of the Construction as well. In any case, it is expected that the Environmental Assessment alone will require at least 15 months to complete.

GPATS Staff, in an effort to find a solution, approached SCDOT in Columbia, and were informed that the GPATS Policy Committee could bring the projects into the TIP and reorder the projects to expedite these projects, and if needed SCDOT Commission could vote to accelerate Guidesshare funds for certain projects, to be repaid over a period of time if needed to keep GPATS "in the black."

GPATS Staff, in discussion, desired the inclusion of the SC-153 project third ranked in the LRTP, to spread the benefits of acceleration to the larger GPATS area

Doing this would cause the delay of some projects currently in the TIP, so before proceeding with detailed proposals, **the GPATS Staff would like discussion and a vote of endorsement by the Policy Committee to proceed.** GPATS Staff would return at the regular Policy Committee meeting in June with a TIP Amendment to include these projects and to propose what impacts would be to the other TIP projects.