

SECTION 1
Introductions and Procedures

Introduction

The Spartanburg Area Metropolitan Planning Organization (SPATS) serves as the Spartanburg metropolitan area's long-range transportation planning body. The SPATS MPO includes eight member cities and towns: Spartanburg, Wellford, Lyman, Duncan, Inman, Pacolet, Chesnee, and Cowpens. It also includes the urban area of Spartanburg County including the unincorporated communities of Roebuck, Moore, Valley Falls, Boiling Springs, Glendale, and the Clifton Converse area.

SPATS carries out its transportation planning responsibilities in cooperation with the South Carolina Department of Transportation (SCDOT), the Spartanburg Area Regional Transit Authority (SPARTA), and the Spartanburg County Transportation Service Board (TSB).

Members of the SPATS Policy Committee, the governing board of the SPATS MPO, include the mayors of Spartanburg, Wellford, Lyman, Duncan, Inman, Pacolet, Chesnee, and Cowpens; the chair of Spartanburg County Council and two other county council members, a member of the city of Spartanburg's city council, the chair of the Spartanburg County Planning Commission, the chair of the City of Spartanburg Planning Commission, the chair of the Spartanburg County CTC, a representative from the Spartanburg Area Chamber of Commerce, a "Private Sector" representative from the community, and the local SCDOT Commissioner.

The SPATS Transportation Improvement Program (TIP) is an annually updated list of federal fund eligible transportation projects in the SPATS's Planning Area. It is updated every year and traditionally covers a seven-year period.

Funding programs included in Section 2, Federal Highway Administration Projects, include projects that are eligible to receive the following types of funding: Planning funds, National Highway System (NHS) funds, Surface Transportation Program (Guideshare) funds, Transportation Enhancement funds, Federal Recreational Trails funds, Highway Bridge Replacement and Rehabilitation Program funds, Highway Safety Improvement Program funds, National Highway Safety funds, and Interstate Maintenance funds. Transit funding programs are included in Section 3 Federal Transit Administration Projects.

General Information and Guidelines: The Surface Transportation Program and the Transportation Enhancement Process

Passage of the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) provided a new direction for metropolitan planning organizations across the United States. Passage of the *Transportation Equity Act of the 21st Century* (TEA-21) in 1997 strengthened this new direction for metropolitan planning organizations. The legislation allows metropolitan planning organizations more flexibility in prioritizing surface transportation projects.

With passage of the ISTEA legislation, SPATS began developing a process of determining eligibility, analyzing, and ranking proposed transportation system improvement projects seeking funding from SPATS with the newly authorized Guideshare and Transportation Enhancement (TE) funds. SPATS has worked to develop an objective methodology for selecting projects to award funding, using specific criteria that utilizes accepted engineering techniques for measuring project need and benefit. SPATS has also developed criteria to rank the TE projects, dividing such projects into one of three categories. By the nature of TE projects, this ranking process is less technical and more subjective than the SPATS highway project ranking process.

The *SPATS's Technical Committee* is responsible for all highway and intersection project evaluations. The *SPATS Enhancement Committee* is responsible for the TE project evaluations including historic preservation, beautification, and bicycle-pedestrian facilities. Initially, the respective committees, along with the SPATS staff, review potential projects for inclusion in the respective program. Once evaluations are complete, the committees forward recommendations to the *SPATS Policy Committee* for final approval and inclusion in the TIP.

Surface Transportation Program

The intent of Guideshare funds are to aid public road jurisdiction with funding for any road or bridge projects on the federal aid system, which includes all federal functional class routes except local and rural minor collectors. Guideshare may also intended to provide funding for transit capital improvements, bicycle and pedestrian facilities, and regional transportation planning activities.

A proposed project, to be eligible for SPATS Guideshare funding, must be included within or consistent with the SPATS's currently adopted long-range transportation plan. Roads must be on the federal-aid system and bridges must be on the federal-aid system. The federal-aid system contains all roadways classified as collector or higher under the Federal

Functional Classification System. Bicycle/pedestrian facilities must be consistent with the SPATS's Transportation Enhancement Master Plan.

SPATS sets a maximum funding award amount of 80 percent in Guides share or TE funding of an individual project's total cost. Historically, the SCDOT supplies the match for highway and intersection improvement projects, and a local sponsor supplies the match for enhancement projects. The match must provide at least 20 percent of the total project cost through non-federal funds.

SPATS has three categories for STP projects:

1. Major Construction. This category has two divisions: Major Construction- *Existing Projects* are for projects adding capacity for a significant length of an existing street or highway, or adding lanes to an existing bridge. Major Construction- *New Projects* are for projects creating a new facility on a new alignment, including new interchanges, or bridge replacement.

2. Minor Construction. This category is for projects providing 'spot' improvements, such as arterial intersection channelization and signalization, bridge improvements, or railroad crossing signal improvements.

3. Preservation. This category is for projects that maintain or preserve the existing highway and street infrastructure, such as pavement resurfacing, pavement replacement, and bridge restoration.

SPATS Transportation Enhancement Program

SPATS follows the guidance from the FHWA in the administration of the TE project selection. The FHWA has prepared a document, *Guidance for Transportation Enhancement Activities*, 23. U.S.C. and TEA-21, which may be publicly accessed at the web site: www.fhwa.dot.gov/environment/te/guidance.htm .

The purpose of the TE process is to fund the projects or programs related to transportation that will enhance the environmental, scenic, or cultural quality of a site or an area. A transportation enhancement project includes any project that qualifies in one of the following twelve categories:

1. Provision of facilities for pedestrian and bicycles;
2. Provision of safety and educational activities for pedestrians and bicyclists;
3. Acquisition of scenic easements and scenic or historic sites;
4. Scenic or historic highway programs (including provision of tourist and welcome center facilities);
5. Landscaping and other scenic beautification;
6. Historic preservation;

7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
9. Control and removal of outdoor advertising;
10. Archeological planning and research;
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
12. Establishment of transportation museums.

SPATS groups these twelve (12) eligible activities into three categories as follows:

1. Bicycle/Pedestrian Facilities: Provision of facilities for pedestrians and bicycles; and provision of safety and educational activities for pedestrians and bicyclists; preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
2. Historic Preservation: Acquisition of historic sites; historic highway programs (including provision of tourist and welcome center facilities); historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals); archeological planning and research; and establishment of transportation museums.
3. Scenic/Environmental: Acquisition of scenic easements and scenic sites; scenic highway programs (including provision of tourist and welcome center facilities); landscaping and other scenic beautification; control and removal of outdoor advertising; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

The list of qualifying activities is intended to be exclusive, not illustrative. ONLY those activities listed are eligible transportation enhancement activities. Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements. Enhancement projects are non-motorized transportation-related activities, and the focus is on a clear and credible description of how the proposed enhancement project relates to the surface transportation system.

In considering an enhancement project, several questions should be asked:

1. In what way(s) is the project related to surface transportation through present or past use as a transportation resource?
2. Is there a direct connection to a person or event nationally significant in the development of surface transportation?
3. What is the extent of the relationship(s) to surface transportation?
4. What groups and individuals are affected by the relationship(s)?
5. When did the relationship(s) start and end or does the relationship(s) continue?
6. Is a relationship substantial enough to justify the investment of transportation funds?

The transportation enhancement program guidance states that proximity to a transportation facility alone is NOT sufficient to establish a relationship.

The following application types generally have been considered ineligible by the SPATS Enhancement Committee, in cooperation with the FHWA and the SCDOT.

1. Surfacing or resurfacing of existing roads or construction of new roads;
2. Construction of surfacing of parking lots (unless trailhead parking lot);
3. Construction of low water crossings on roads;
4. Picnic shelters, picnic tables, grills (unless directly related to a trailhead);
5. Construction of new buildings (unless they are rest rooms or trailhead shelters in conjunction with trails that will accommodate bikes or pedestrians);
6. Mitigation or NEPA Section 106 documentation of a bridge replacement;
7. Applications without a public sponsor (city, state, or county agency);
8. Historic applications where the facility or structure is not eligible for the National Register of Historic Places (please review with the State Historic Preservation Office);
9. Historic preservation activities, which do not demonstrate some significant historic connection with transportation system;
10. Normal environmental mitigation work.

SPATS receives approximately \$273,000 annually for its enhancement program.

An enhancement project may be developed in cooperation with other local jurisdictions, or public/private agencies, but the project must be sponsored and submitted to SPATS by a member government. Transportation enhancement funding is provided on a reimbursement basis, with the maximum amount of the federal funding at 80 percent of the eligible activities, and with the sponsoring government or agency providing at least 20 percent of the total eligible costs.

Following is the ranking sheet that the SPATS Enhancement Committee uses when it prioritizes projects to recommend to the SPATS Policy Committee for approval.

SPATS Enhancement Project Evaluation

PL - 1

Evaluation Criteria	Ranking	Project							
	Range	A	B	C	D	E	F	G	H
1. Transportation Benefit	1 - 25								
2. Beautification Benefit	1 - 20								
3. Maintenance Plan	1 - 15								
4. Scope of Project	1 - 15								
5. Public Input	1 - 15								
6. Financial Commitment	1 - 10								
Total	100								
Ranking of Project (1, 2, 3...) <i>(Transfer to PL - 2)</i>									

Project Names:

A -	E -
B -	F -
C -	G -
D -	H -

Explanation of Criteria

<p>1. Transportation Benefit Enhance or coordinate with other modes of transportation? Enhance a current or future SPATS project?</p> <p>2. Beautification Benefit Large and memorable visual and aesthetic impact? Incorporate innovative design elements? Incorporate "softscape" features within the larger design?</p> <p>3. Maintenance Plan Quality maintenance program? Maintenance support of both the private and public sectors? Demand greater attention to maintenance than average?</p>	<p>4. Scope of Project Enhance an entire transportation corridor? Enhance a major intersection or highway interchange? Other elements in addition to landscaping? Benefit a relatively large percentage of the traveling public? Address more than one of the activities necessary for eligibility?</p> <p>5. Public Input Received public comment and input? Benefit to neighboring public? Consistent with and supportive of ongoing local plans? Benefit local economic development efforts?</p> <p>6. Financial Commitment Financial commitment beyond the min. funding requirements? Support of local governmental and non-governmental groups? Eligibility for other types of funding?</p>
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Amending and Revising the Transportation Improvement Program

SPATS staff considers the following criteria when amending and revising the TIP. SPATS staff believes these criteria to be consistent with all FHWA and FTA requirements.

An **amendment** occurs if proposed changes to the SPATS TIP meet any of the following criteria:

- A project is added to the TIP in any fiscal year;
- The federal funds are increased by 20% or more of the original amount; or
- There is a major change in scope; for STIP projects, a major change in scope is subject to the review of the SPATS Technical Committee.

If SPATS staff considers a change to the TIP to be an amendment, the SPATS Policy Committee will need to approve the requested change and will need to follow the SPATS Public Participation Process. In addition, SPATS staff will be available to discuss the proposed amendment 30 days prior to the policy committee meeting date at which SPATS will be taking action on the proposed amendment. SPATS staff will issue an announcement of the proposed TIP amendment a minimum of thirty (30) days prior to the scheduled SPATS Policy Committee meeting.

A **revision** to the SPATS TIP occurs if the proposed changes do not meet any of the amendment criteria. Revisions often include the following types of changes:

- A project is moved between fiscal years in the approved TIP;
- The total project cost is lowered;
- A project's federal funding source has changed;
- A project has a minor changes in scope; or,
- A project has minor changes (less than 20%) to the federally funded portion of the project.

If SPATS staff considers a change to the TIP to be a revision, SPATS staff will handle the revision administratively. Following a thorough review of a proposed revision, SPATS staff will process the revision by notifying the SCDOT, and FHWA or FTA of the revision, so the change(s) will be incorporated into the SCDOT Statewide TIP. The SPATS staff will notify the SPATS policy and technical committees of all TIP revisions through Discussion Items on their meeting agendas.

Guidelines for Surface Transportation Planning and Transportation Enhancement Funding

Eligibility

1. The Spartanburg Area Metropolitan Planning Organization (SPATS), when considering project requests for Guideshare or Transportation Enhancement funds, shall place primary emphasis upon metropolitan-wide transportation system improvement needs as identified in the *SPATS's Long Range Transportation Plan* and the *SPATS Enhancement Program Master Plan*, and how those needs impact the movement of people and goods throughout this metropolitan area and how the requested project will have potential benefit and potential impact on all communities within the Spartanburg metropolitan area. SPATS shall give first consideration to funding regionally significant transportation projects contained in the plan.

Funding

SPATS receives approximately \$5.3 million a year in annual federal guideshare. In 1997, SPATS took advantage of the SCDOT's bonding ability to borrow approximately \$46 million to accelerate the completion of a number of new projects brought forward from the Long Range Plan. This "Project Acceleration Program" will be complete by 2008, and the borrowed funds will be incrementally repaid by the year 2023 using future guideshare.

SPATS receives approximately \$363,000 a year in transportation enhancement funding.

Project Priority Ranking

1. Projects within the TIP are ranked according to their priority in the LRTP and as finances warrant. These priorities are recommended by the SPATS Technical Committee, and approved by the SPATS Policy Committee.

Enhancement projects are ranked as part of the approval process. See Enhancement Ranking Tables 1 and 2.

2. Prior to review of new projects to be considered for guideshare or TE funding, SPATS shall determine the status of all prior commitments. All projects previously approved and for which some part of guideshare or TE funds have been obligated shall receive priority consideration for future funding, except if reasonable progress to completion is not maintained as determined by SPATS. However, SPATS may reduce or eliminate

multi-year funding commitments in response to revenue shortfalls, reductions in its guideshare or TE allocation, or new priorities.

3. The SPATS Technical Committee and SPATS staff shall submit to the SPATS Policy Committee a technical ranking of proposed projects for inclusion within the TIP. The technical committee's and staff's recommendations for individual projects shall be used by the policy committee in the decision-making process for assigning STP and transportation enhancement funds to transportation improvement projects. Recommendations shall be based on staff's professional and technical expertise.

Status Reports

The SPATS Policy Committee shall be advised quarterly of the status and progress of STP projects, and yearly on the status of transportation enhancement projects.

If a guideshare or TE funded project does not make satisfactory progress, then the SPATS Policy Committee may cancel the remaining funding for that project and return those funds for inclusion in the next fiscal year's guideshare or TE funding allocation for projects. The SPATS MPO strongly believes it necessary to maintain rapid turnover of funds and implementation of specific projects, so as not to jeopardize the loss of any funding, and to properly serve the public.

Public Participation Process

Transportation, in all forms, is a most basic need of society. Partnering with the SCDOT, SPARTA, the Transportation Surface Board (TSB), the FHWA, the FTA, and many other cooperating agencies, the members of the SPATS seek to provide an efficient and equitable surface transportation system for the Spartanburg metropolitan area. In accordance with Title 23, Code of Federal Regulations, Part 450 (23 CFR 450), SPATS provides continuous, cooperative, and comprehensive (3-C) transportation planning services. As part of this 3-C transportation planning process, SPATS desires and requests citizen input on the work, projects, and products proposed and created by SPATS.

SPATS includes the cities and towns of Spartanburg, Wellford, Lyman, Duncan, Inman, Pacolet, Chesnee, and Cowpens, and the unincorporated areas of Roebuck, Moore, Valley Falls, Boiling Springs, Glendale, and the Clifton Converse area. The SPATS study area is approximately 450 square miles. As of the 2000 U.S. Census, the SPATS Planning Area encompasses more than 170,000 persons. In serving the residents within these areas, SPATS recognizes the importance and necessity of the public involvement process.

Development of the best possible transportation plan for the Spartanburg urban area requires more than addressing problems of an engineering nature. In addition to transportation engineering problems, there are economic, social, and environmental issues that need to be addressed. Several SPATS Committees were organized to respond to these concerns. They include a Policy Committee and the SPATS Technical Committee.

The SPATS Policy Committee is the decision-making board for SPATS. It meets on the second Monday of February, June, August, and November, and is comprised of local elected officials from the SPATS area and appointed officials from the SCDOT, FHWA, the Spartanburg City Planning Commission, and the Spartanburg County Planning Commission. Policy Committee members are responsible for the review and approval of the Long Range Transportation Plan, the Transportation Improvement Program, and the UPWP.

Additionally, the Policy Committee is responsible for initiating steps to involve citizens of the Spartanburg area in the transportation planning process, and as part of that process, the *SPATS Public Participation Plan* was completely updated in the fall of 2007. (For complete plan, see: www.spartanburgcounty.org) This plan seeks to obtain broad input from citizens in the process of updating the 20 year plan, and for notification and comment with respect to projects in the TIP. The TIP is available for public comment in the SPATS office of the Spartanburg County Administration Building, Department of Planning and Development, Suite 700, Spartanburg, SC 29303. The TIP is advertised in the local newspaper 30 days before its approval by the SPATS Policy Committee.

The SPATS Technical Committee is responsible for the daily technical and administrative functions of SPATS. The technical committee is comprised of City and County Planning staff, the City Traffic Engineer, and engineering and planning personnel of the SCDOT. Meetings of the technical committee are held upon request of the Policy Committee or as administrative and technical functions of SPATS warrant. Other specialists also attend Study Team meetings when expertise in a particular area (i.e., mass transit, airports, and bikeways) is needed. The SPATS Policy Committee established the Transportation Enhancement Committee in October 1993. The purpose of this Committee is to develop a list of non-traditional transportation projects with appropriate detail and cost data for the Policy Committee to evaluate.

All meetings of the SPATS Policy Committee, the SPATS Technical Committee, and SPATS Enhancement Committee are open to the public. Members of the public may request time on the agenda of any SPATS committee to comment on specific subjects of interest to the representatives. A minimum of two weeks advance notice should be given for requested agenda time. Additional subcommittees and working groups may be appointed at any time by the SPATS Chair to address specific transportation-related topics or areas of interest to the SPATS.

Goals and Objectives

The public participation process required by 23 CFR 450 should "... provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and Transportation Improvement Programs..." SPATS is committed to the availability of timely, complete information; to the notification of and public access to the decision-making process; and to ongoing public involvement throughout the transportation planning process including, but not limited to, the development of the Long-Range Transportation Plan, the Transportation Improvement

Program, the Public Participation Process, and goods movement planning. Through its *Public Participation Process*, SPATS aims to identify methods for obtaining public input and encouraging public involvement in the transportation planning process.

The *SPATS Public Participation Plan* is intended to provide direction for public participation activities to be conducted by the SPATS MPO and contains the vision, goals, objectives, and techniques used by SPATS for public participation. As noted earlier, SPATS has been designated by the federal government to serve as the regional MPO for the SPATS Transportation Program. Therefore, in its public participation process, SPATS will strive to:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).
2. Provide reasonable public access to technical and policy information used in the development of the LRTP, TIP, UPWP, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered. Such access would also include, if necessary, the conversion of the key planning documents into Spanish (or any other language).
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including but not limited to, the approval of the LRTP, TIP, UPWP, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by SPATS and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.
4. Summarize, analyze, and report on the disposition of comments made as part of the final plan, when significant written and oral comments are received on the draft transportation plan (including the financial plan) as a result of the public participation process,.
5. Solicit the needs of those traditionally under-served by existing transportation systems, including but not limited to minorities, elderly, persons with disabilities, persons with limited English proficiency, and low-income households.
6. Provide a public comment period of 45 calendar days prior to the adoption of the *SPATS Public Participation Plan*. Notice of the 45-day comment period will

be advertised in a newspaper of general circulation prior to the commencement of the 45-day comment period and on the Spartanburg County and SPATS websites.

7. Provide a public comment period of not less than 30 calendar days prior to adoption of the LRTP, TIP, UPWP, Transit Development Plans, any amendments or updates, and other appropriate transportation plans and projects.

8. Coordinate its Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and to reduce redundancies and costs.

9. Periodically review the Public Participation Process to ensure it provides full and open access to all. Portions of the process, that are found not to meet the needs of the constituency, will be revised.

Stakeholders and Public Groups

The SPATS has identified the following groups and individuals as those having potential interest in public input and involvement opportunities:

- Neighborhood organizations;
- Homeowner associations;
- The Spartanburg Area Chamber of Commerce, and other business groups;
- Private transportation providers;
- Groups representing travel modes – trucking, railroad, transit, bicycle, pedestrian;
- Advocacy groups for the disadvantaged and/or minority groups;
- Transportation providers for groups that lack access to private vehicles;
- Media – newspapers, television, radio;
- Governmental agencies;
- Schools, environmental organizations, social action groups, and hospitals; and
- Organizations or individuals who have been notified of public hearings for major projects, or organizations and individuals who have submitted written comments relating to public hearings for major projects. These individuals and organizations would remain on the mailing list for perpetuity.

Outreach Techniques

SPATS Links is the SPATS newsletter, providing information on plans and programs, public hearings or public discussion, whom to contact at SPATS to register comments, and a schedule of SPATS meetings. Special editions may be published throughout the year to notify the public of scheduled public input meetings. SPATS allows that any article printed in the *SPATS Links* newsletter may be used, with the permission of the SPATS, as information in newsletters by local neighborhood groups and associations, or by member governments.

The SPATS website at www.spartanburgcounty.org provides, staff contact information, news, maps, plans, and publications produced by SPATS. Links to member government and partner agency websites also are available. Legal notice is published in the *Spartanburg Herald Journal*, to inform the public on issues related to the SPATS Long Range Transportation Plan and SPATS Transportation Improvement Program. Meeting announcements are posted in the Spartanburg County Administration Building a week before the policy committee meeting, and sent to the SPATS mailing list a month before the policy committee meeting.

As plans and reports associated with major elements of the transportation planning process are created or updated by SPATS, it may host forums across the Spartanburg metropolitan area to discuss these issues with the public at a local level. SPATS will work with those individuals needing language translation of SPATS plans or publications to a language other than English. A minimum two weeks notice of such requests should be given to the SPATS staff.

The SPATS promotes its availability to make presentations on transportation-related topics to local citizens, organizations, and groups. To schedule a presentation call (864) 596-3570, fax (864) 562-4256, or e-mail jdamato@spartanburgcounty.org.

Public Input Mechanisms

SPATS accepts input and comments from the public through a variety of means: members of the public may make comments by calling the SPATS at (864) 596-3570.

Written comments may be:

1. Faxed to the SPATS at (864) 562-4256;
2. E-mailed to jdamato@spartanburgcounty.org ; or
3. Mailed to SPATS, Spartanburg County Administration Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303.

The public may submit comments to their respective SPATS representative for transmittal to the respective full committee. Comments on SPATS plans, reports, and programs may be made at public input meetings. SPATS ensures that all public input meeting locations are accessible in accordance with the Americans with Disabilities Act.

Schedule

Notification and announcement of all SPATS Policy Committee meetings are made approximately four weeks in advance of the scheduled meeting through the SPATS mailing list. Regularly scheduled policy committee meetings occur the second Monday of February, June, August, and November.

The TIP is an annual document identifying transportation projects SPATS-member governments and agencies intend to implement using federal funds over the next seven years, beginning in July 2007. Other public input meetings are held throughout the year, as necessary

Several public input meetings occur in conjunction with the update of the *Year 2030 Long-Range Transportation Plan (LRTP)*. The *LRTP* addresses transportation planning issues over a 20-year period and is updated every five years.

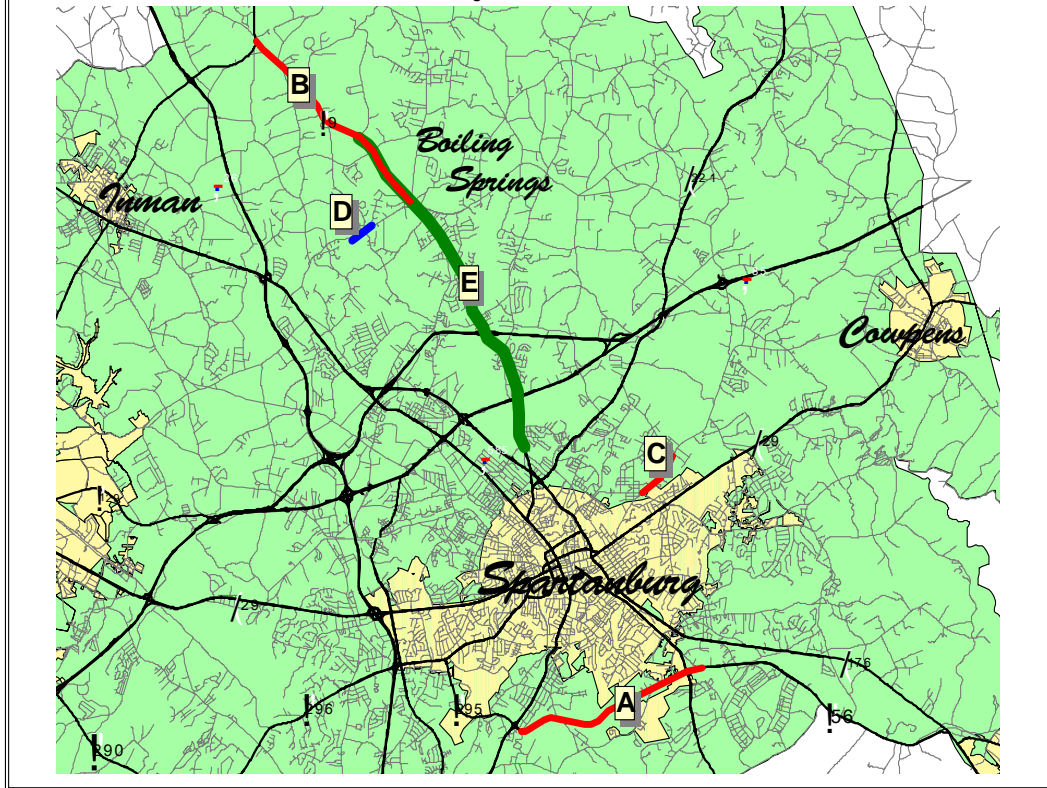
Updates and revisions to the SPATS's *Public Participation Process* require a 45-day comment period.

Evaluation

SPATS will review this *Public Participation Process* periodically in order to monitor the effectiveness of the procedures outlined in this document. Following evaluation of the outputs and outcomes of the *Public Involvement Process*, SPATS may revise these methods to incorporate new and innovative ways to involve the public in the transportation decision-making process.

SECTION 2
Federal Highway Administration Funded Projects

**SPATS Transportation Improvement Program
Guideshare Projects, FY 2007 - 2012**



Guideshare Project Descriptions, FY 2007 - 2012

SC 295 (Phase 2), Map ID “A”

This project will widen SC 295, from US 221 to SC 56, from 2 to 5 lanes. This is a continuation of the SC 295 Widening (Phase 2) that widened SC 295 from John B. White Sr. Blvd. to US 221. This project contains a paved “shared-use path” for pedestrians and bicyclists on the south side of SC 295 that is offset 10 feet from the roadway. The project is currently in construction.

SC 9, Map ID “B”

This project will widen SC 9 in Boiling Springs from Rainbow Lake Rd to SC 292 from 2 to 5 lanes. Features of this project will include, where possible, an offset shared use path similar to that constructed adjoining the SC 295 project. Other features will include

landscaped medians, bike lanes, and sidewalks offset 3 to 4 feet from the roadway. The project is currently in preliminary engineering and design.

Skylyn Drive, Map ID “C”

This project was to widen Skylyn Drive from Drayton Road to Floyd Rd, from its present 2 and 3 lane alignment to 5 lanes. While the project is currently in the preliminary engineering phase, initial estimates for the project have risen from its original estimate of \$3.1 million to \$5.5 million. Its future status, therefore, is unclear.

Old Furnace Rd Intersection Improvements, Map ID “D”

The purpose of this project is to facilitate traffic flow along Old Furnace Rd, the second priority in the SPATS Long Range Transportation Plan. The first stage is intersection improvements at Old Furnace Rd and Hanging Rock Road. This improvement will include left turn lanes at all four approaches and a traffic signal. This project is currently in the right of way procurement phase. The estimated completion date is Fall of 2008.

SC 9 Signalization System, Map ID “D”

This project will use radio signals to coordinate signalization along SC 9 from Mud Creek Road, north of Boiling Springs, to California Ave. north of the city of Spartanburg. Once complete, directional traffic flow will be improved along the SC 9 corridor.

Financial Information

SPATS Transportation Improvement Program

FY 2006 - 2012

(COST IN THOUSANDS)												Policy Committee Approved - August 14, 2008	
PRI #	PRIORITY	GUIDESHARE PROJECTS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	TIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING	
22518	1	SC 296 - PHASE B										STP	
30983	2	US 29 TO S 441 INTERCHANGE										STP	
28190	3	SC 295 - PHASE B	7,600 C	8,200 C						\$8,200		STP	
	4	SAVYH DRIVE (BRAYTON TO FLOYD RD.)		725 R						\$725		STP	
3304	5	TRAFFIC SIGNAL CONGESTION MANAGEMENT - CITY TRAFFIC SIGNAL IMPROVEMENT - SC 9 TRAFFIC SIGNAL SYSTEM										NHS & STP	
1731	6	INTERSECTION IMPROVEMENTS - OLD FORBICE ROAD INTERSECTIONS - SC 290 AT RIVER RIDGE RD. - US 29 AT NEW HOPE RD. - FAIRFORD ST AT N. BLACKSTOCK - US 29 AT OLD FORBICE - HOWARD ST. AT FRANKLIN	775 P.C.	700 P.C.	800 P.C.	1,000 P.C.	1,000 P.C.	1,000 P.C.	1,000 P.C.	\$5,500	\$6,500	NHS & STP	
	7	SC 9			300 P			3,000 C	4,200 C	\$7,828	\$14,100		
	8	GARNER ROAD - CITY OF SPARTANBURG		300						\$300			
	9	N. CONVERSE ST - CITY OF SPARTANBURG			200					\$200			
		OPERATIONAL IMPROVEMENTS											
		DEBT SERVICE	2,568	2,571	2,579	2,566	2,437	2,427	2,519	\$15,899	\$26,193		
		GUIDESHARE SUBTOTALS	\$10,443	\$12,496	\$4,207	\$3,566	\$3,437	\$6,427	\$7,719	\$37,852	\$46,793		
		GUIDESHARE ALLOCATION	5,213	5,213	5,213	5,213	5,213	5,213	5,213	\$31,278			
		CARRYOVER AVAILABLE	2,516	786	3	1,689	2,656	4,432	3,218	\$12,194			
		BOND PROCEEDS	3,500	6,500						\$6,500			
		GUIDESHARE SUBTOTALS	\$10,443	\$12,496	\$4,207	\$3,566	\$3,437	\$6,427	\$7,719	\$37,852	\$46,793		
		BALANCE	786	3	1,689	2,656	4,432	3,218	732				
PROJECTS EXEMPT FROM GUIDESHARE													
2800		SYSTEM AND INTERMODAL CONNECTIVITY - SC 215 - PHASE I (YAMABA WAY TO US 278) - PHASE II (US 271 TO OLD GA RD.) - ARWRIGHT CONNECTOR										NHS & STP	
	7	SC 9				1,500 R		1,600 R		\$3,500		APP COG	
		SAFETY PROJECTS											
		BRIDGE REPLACEMENT & REHAB PROJECTS											
		PAVEMENT PROJECTS											
		PAVEMENT MARKINGS & SIGNING PROJECTS											
		ITS (INTERSTATE)											
		INCIDENT RESPONSE PROGRAM											
		APPROPRIATION EARMARKS											
		EXEMPT SUBTOTALS				\$1,900		\$1,600		\$3,500			
SAFETEAU EARMARK PROJECTS													
		HIGH CITY CONNECTOR, BICYCLE PRIORITY IMPROVEMENTS, PART OF PALMETTO TRAIL	275 **	136	136	136					1400	SPENDING LIMITATION FEDERAL - 8000,000 MATCH - 1570,652	
		SC 9 WIDEN FROM RAINBOW LAKE ROAD TO SC 292	1,649 **	816	816	816					\$2,448	SPENDING LIMITATION FEDERAL - 14,800,000 MATCH - 11,824,152	
		WINDYBROOK SOUTH SIDE	687 **	340	340	340					\$1,020	SPENDING LIMITATION FEDERAL - 12,000,000 MATCH - 1,626,730	
		SAFETEAU EARMARKS SUBTOTALS	\$2,611	\$1,292	\$1,292	\$1,292					\$3,868		
STATE INFRASTRUCTURE BANK PROJECTS													
22796		1305 835 TO McCRABE DR										SIB	
22818		SC 101 PHASE I (APPLE VALLEY RD. TO SHELBY)										SIB	
22910		SC 290 #25 296 TO US 29										SIB	
22918		SC 296 PHASE 1 (US 29 TO US 29)										SIB	
		SIB SUBTOTALS											
KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE, OP - OPERATING, PA - PLANNING ASSISTANCE, PL - PLANNING, AD - ADMINISTRATION * - SAFETEAU EARMARK FUNDS AND APPROPRIATION COO FUNDS HAVE BEEN IDENTIFIED TO HELP THIS PROJECT ** - FEDERAL AMOUNT SHOWN IS THE MAXIMUM AMOUNT IN SAFETEAU THAT MAY BE DISTRIBUTED OVER 5 YEARS (FY 2005-2009). ACTUAL FUNDING CURRENTLY AVAILABLE RESULTING FROM FY 2005 AND 2006 ANNUAL APPROPRIATION ACTS *** - FY 2007-2009 FUNDING SUBJECT TO FUTURE APPROPRIATION ACTS (PROJECTED AT 85% FOR ESTIMATE PURPOSES) **** - INCLUDES FY 2005 AND FY 2006 SPENDING LIMITATIONS													
ENHANCEMENT PROJECTS													
		SPATS ENHANCEMENT PROGRAM		273	273	273					820	SIB FEDERAL - 1341,585 MATCH - 509,317	
		ENHANCEMENT SUBTOTALS		\$273	\$273	\$273					\$820		
		GRAND TOTAL	\$15,855	\$16,348	\$8,221	\$9,686	\$7,274	\$6,427	\$7,719	\$56,844	\$46,793		

SECTION 3
Federal Transit Administration Funded Projects

Spartanburg County Transit Services

Spartanburg County maintains both a fixed route and a demand responsive transit service for its citizens. The fixed route service, known as SPARTA (www.spartabus.com), is operated by the City of Spartanburg and currently operates eight routes, primarily within city limits.

Spartanburg County's demand responsive service (the Spartanburg County Transportation Services Bureau or TSB) provides coordinated, consolidated human service and general public transportation services and is available to all county residents.

In addition to providing recommendations for the above systems, the SPATS Policy Committee makes recommendations for service agreements and/or for vehicle purchase requests for several human service agencies including the Charles Lea Center, Senior Centers of Spartanburg, New Day Inc and the Office of Veteran's Affairs.

SPATS Policy Committee Approved Funding (in thousands) as of June 12, 2006

Applicant	FY07	FY08	FY09	FY10	Total TIP Cost (FY07 – FY10)	Funding
City of Spartanburg	705	775	775	775	3,030	FTA Sect 5307
Spartanburg Co TSB	605	655	705	755	2,720	FTA Sect 5311
Spartanburg Co TSB	775	825	885	930	3,415	FTA Sect 5307
Charles Lea Center	33	33	33	33	132	FTA Sect 5310
Senior Centers	55	65	72	80	272	FTA Sect 5310
New Day, Inc	25				25	FTA Sect 5310
Veteran's Affairs	63	72	81	90	306	FTA Sect 5310
FTA Subtotals	2,261	2,425	2,551	2,663	7,237	

SPARTA

Executive Summary

The Spartanburg Regional Transit Agency (SPARTA) exists to provide the highest quality public Transportation services to the City of Spartanburg. As a result, the city is more vibrant because its citizens and visitors have freedom of choice when it comes to transportation to vital activity centers, major employment areas and retail shopping. By providing a transportation option for moving about the city, SPARTA plays a necessary role in providing transportation for people to get to work shop and seek medical services or recreation.

SPARTA provides approximately 550,000 passenger trips per year on eight fixed routes. The newly built transportation center in the downtown area and administration and maintenance facilities demonstrate the level of commitment SPARTA and the City of Spartanburg are making concerning convenience and customer service.

Vehicles

Current Fleet – SPARTA currently operate on eight routes with eleven buses. The make up is as follows:

- 5 – 1993 35’ Gillig Phantom Heavy Duty Buses
- 2 – 1999 35’ Gillig Phantom Heavy Duty Buses
- 4 – 2004 35’ BlueBird Ultra Low Floor Heavy Duty Buses

Facilities

Administrative & Maintenance Facility (2002) – This facility is located near the downtown airport. It serves as a facility to provide vehicle maintenance and overnight storage for our fleet. It also serves as the facility for the administrative staff to provide support services. The cost of this facility was \$3.1 million.

SPARTA Passenger Center (2003) – The transportation center is located in the downtown area. This facility serves as an indoor transfer point for passengers to travel between different routes covering different areas of the city. This facility also houses Greyhound Bus Lines. The cost of this facility was \$1.6 million.

Description of Future Transit Enhancements

Revenue Vehicles

Fiscal Year 2008	3 – 30’ Medium Duty Transit Buses
Fiscal Year 2009	2 – 35’ Heavy Duty Transit Buses
Fiscal Year 2011	2 – 35’ Heavy Duty Transit Buses

Security for Facilities/Equipment (2009) – The federal Transit Administration requires agencies to spend 1% of their apportionment on security projects. SPARTA’s security plan will address the issue of providing a more secure environment for the employees, customers and property.

Administration Vehicles (2008, 2009 and 2011) – SPARTA’s administrative staff utilizes two vans, a sedan and maintenance truck. These vehicles are used to conduct normal daily duties including, but not limited to; the delivery of revenue to the bank, transportation of staff to meeting places, shift changes for drivers and support for revenue vehicles. SPARTA proposes to replace these vehicles every seven years. The price range is between \$20,000 to \$40,000 per vehicle.

Shop Equipment (2008 - 2011) – SPARTA would spend between \$5,000 - \$30,000 each year to satisfy federal regulations and repair/replace equipment due to failures. Past purchases have included floor scrubber, battery charger and heavy duty press.

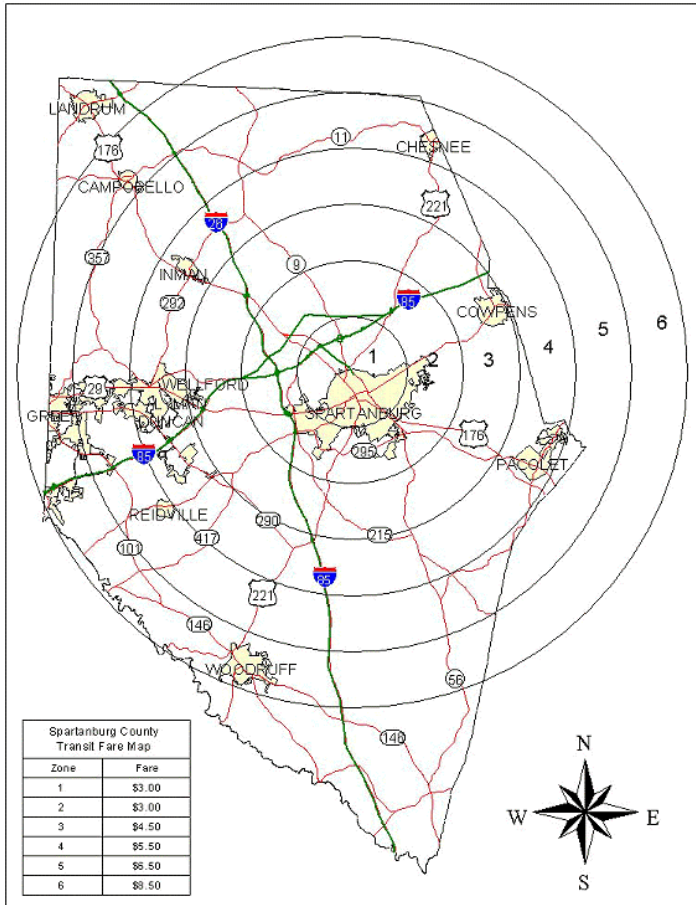
Spartanburg County Transportation Services Bureau (TSB)

A Brief History

In the late 1980’s, Spartanburg County Council recognized the need to coordinate and consolidate human service transportation services throughout the County. After much study, Council entered into an interagency agreement with the Spartanburg Regional Medical Center (now Spartanburg Regional Healthcare System or SRHS) to provide not only agency transportation, but also to provide general public service transportation through a dial-a-ride system. Council also established a Joint Transportation Committee (JTC) to serve as the policy/governing body for its new countywide transit system.

Present TSB System

The TSB currently operates a fleet of over forty ADA compatible cutaway buses. Door to door service is available anywhere in the County six days a week (Monday through Saturday), and rates range from \$3.00 to \$8.50 one-way depending on the location served (see fare map below). Service is available only to and from locations within Spartanburg County; areas within the county that are not contained within the concentric rings on the map are covered at the Zone 6 rate. Service hours depend upon demand, but service is typically available between the hours of 5AM and 7PM (3PM on Saturdays).



In addition to general public service dial-a-ride services, the TSB provides paratransit services for SPARTA and contracts with several human service agencies to provide subscription-based services for their clientele.

The TSB participated in the Job Access/Reverse Commute (JARC) program prior to its being established as a formula program and hopes to once again offer expanded service hours with the implementation of this new funding source.

Recent Ridership Patterns

The TSB connects the County's population with a myriad of locations and destinations, some of which are listed (categorically) below:

Under the *non-Medicaid medical scenario*, destinations included Spartanburg Area Mental Health Center, New Day Club House, Mountainview Medical Day Care, Piedmont Medical Day Care, DCI Dialysis Clinics, Veteran Medical Centers in Asheville (NC), Anderson, Greenville, Columbia, Charleston and Augusta (GA), Spartanburg Regional Healthcare System and their network of physician offices, Mary Black Memorial Hospital and their respective network of physician complexes and Piedmont Care Consortium.

Destinations applicable to *employment/commercial sites* included Upstate Linens, Court Yard Marriott, Wofford College, South Carolina School for the Deaf and Blind, Gordon Oil Company, Comfort Inn, Charles Lea Center, Food Lion Stores, Westgate Mall, McDonalds and other fast food establishments, Zaxby's Restaurants, Summit Hill Retirement Center, Spartanburg County Court House, Spartanburg City Hall and Dawkins Middle School.

Human service activities included the work skill centers of the Charles Lea Center (Parsons Adult Center and the Charles Lea Industrial Center), Happy Homes Adult Day Care and the congregate dining sites sponsored by Spartanburg County Senior Citizens.

Low income housing facilities included numerous locations such as J C Bull Apartments, Oakview Apartments, Norris Ridge Apartments, Hub City Courts, Tobe Hartwell Homes, Crescent Hills Apartments, Gooch Apartments, L.C. Watson Housing, Key Pines Apartments, Woodward Homes, Northside Apartments, Gooch Apartments, and Greymont Ridge Homes.

Although the system operates in a demand response mode, routing patterns circulate daily through most of these sites and locations. In terms of ridership productivity, the Charles Lea Center's work skill sites account for roughly 45% of daily activity, followed by 22% of routing activity directed toward the four congregate dining sites operated by Senior Centers of Spartanburg. About 11% of ridership activity is associated with daily medical appointments. Approximately 14% of daily service centers on employment destinations.

Technology

The TSB has been working with the South Carolina Department of Transportation (SCDOT) to implement its Intelligent Transportation Systems (ITS) strategy, known as the Virtual Transit Enterprise (VTE). VTE is intended to place all transit providers across the state on equal footing in terms of technology, routing, scheduling, billing and reporting capabilities. The TSB served as a demonstration location for Routematch Software, and has offered basic Routematch training to several agencies throughout the State.

The TSB continues to advance the efficiency of its operations through installation of Automated Vehicle Locators (AVLs) and Mobile Data Consoles (MDCs) as described in the next section.

Future Operations

Through its participation in the SCDOT's bus replacement program, the TSB has replaced a larger percentage of its fleet than it could have using only FTA Section 5307 funding. Prior to the vehicle replacement program, the TSB was only able to replace two buses per year. Participation in the vehicle replacement program has allowed the TSB to virtually eliminate outdated vehicles within a short time span.

Funding has been identified for the purchase and installation of AVL and MDC systems on all of TSB rolling stock. This will coordinate with Routematch's routing, scheduling and billing capabilities to allow the TSB to better respond to its customers' changing needs.

The TSB currently operates out of a facility that is owned and maintained by SRHS; no additional capital needs have been identified at this time.

Transit Project Financial Information

SPATS Transportation Improvement Program

FY 2006 - 2012

Federal Transit Administration Projects

(COST IN THOUSANDS)											#REF!
PIN #	FEDERAL TRANSIT ADMINISTRATION	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	TIP COST (2007-2012)	REMAINING COST (2013+)	FUNDING
	CITY OF SPARTANBURG (CA AD OP)	1,236	705	775	775	775			\$3,030		FTA SECTION 5307
	SPARTANBURG CO. PUBLIC TRANSPORTATION (CA AD OP)	402	605	655	705	755			\$2,720		FTA SECTION 5311
	SPARTANBURG CO. PUBLIC TRANSPORTATION (CA AD OP)	705	775	825	885	930			\$3,415		FTA SECTION 5307
	CHARLES LEA CENTER (PS)	29	33	33	33	33			\$132		FTA SECTION 5310
	SENIOR CENTERS OF SPARTANBURG (PS)	30	55	65	72	80			\$272		FTA SECTION 5310
	NEW DAY, INC		25						\$25		FTA SECTION 5310
	SPARTANBURG CO. PLANNING COMM. (PL)		24	24	24	24			\$96		FTA SECTION 5303
	VETERAN AFFAIRS		63	72	81	90			\$306		FTA SECTION 5310
	FTA SUBTOTALS	\$2,402	\$2,285	\$2,449	\$2,575	\$2,687			\$9,996		

SECTION 4

Committees

SPATS Policy Committee (2007)

- *Chair: Senator John Hawkins, Legislative Delegation*
- *1st Vice Chair: Jeff Horton, Chair of Spartanburg County Council*
- *2nd Vice Chair: Mayor William Barnet, City of Spartanburg*

- *Rock Adams, Spartanburg County Council*
- *Mayor Priscilla Cantrell, Mayor of Chesnee*
- *Robert Fogel, Mayor of Lyman*
- *Wright Gaines, Mayor of Inman*
- *John Hamby, Mayor of Duncan*
- *Mike Hamrick, Mayor of Cowpens*
- *Julian Hankinson, Private Sector Representative*
- *Elaine Harris, Mayor of Pacolet*
- *Whit Kennedy, Spartanburg County Planning Commission, Chair*
- *O'Neil Mintz, Spartanburg County Council*
- *Bill Painter, Spartanburg County CTC, Chair*
- *Mayor Sallie Peake, City of Wellford*
- *Ricky Richardson, City of Spartanburg Planning Commission, Chair*
- *Representative Bob Walker, Legislative Delegation*
- *Junie White, Spartanburg City Council*
- *Woodrow Willard, Spartanburg Area Chamber of Commerce*

Ex Officio:

- *Hugh Atkins, SCDOT Commissioner*
- *Tony L. Chapman, SCDOT State Highway Engineer*
- *Robert L. Lee, FHWA Division Administrator*

To contact: Jim D'Amato (jdamato@spartanburgcounty.org); (864) 596-3460; or SPATS, Spartanburg County Administrative Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303

SPATS Technical Committee

- *Chair: Jim D'Amato, SPATS Senior Planner*
- Lee Blair, *Spartanburg Area Chamber of Commerce*
- Lisa Bollinger, *SPATS Intermodal Planning*
- Eric Dillon, *SCDOT Traffic Engineer*
- Mike Garrett, *Spartanburg County Public Works*
- Les Mitchell, *City of Spartanburg Engineering*
- Eddie Hinson, *SCDOT Intersections*
- Dan Hinton, *FHWA*
- Marc Kennan, *SPARTA*
- Kenny Larimore, *SCDOT Planning*
- Stephanie Monroe, *City of Spartanburg Planning*
- Penny Phillips, *SCDOT Project Manger*

To contact: Jim D'Amato (jdamoto@spartanburgcounty.org); (864) 596-3460; or SPATS, Spartanburg County Administrative Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303

SPATS Enhancement Committee

- *Chair: Jeff Caton, Spartanburg County Parks and Recreation*
- *Vice-Chair: Marly Divver, Freewheelers*

- *Lee Blair, Spartanburg Area Chamber of Commerce*
- *Lisa Bollinger, SPATS Intermodal Planning*
- *Jim D'Amato, SPATS Transportation Planning*
- *George Fields, Palmetto Conservation Foundation*
- *Jennifer Furrow, Historic Society*
- *Mike Hamrick, Mayor of Cowpens*
- *Bill Lonon, Community Representative*
- *Stephanie Monroe, City of Spartanburg Planning*
- *Monty Mullen, SPACE*
- *Sallie Peake, Mayor of Wellford*
- *Henry Pittman, Men's Garden Club*
- *Rick Puncke, University of South Carolina Upstate*
- *Laura Ringo, Partners for Active Living*
- *Susan Sease, Pride Task Force*
- *Chris Story, Spartanburg County Administration*
- *Stan Tillotson, Spartanburg County Parks and Recreation*
- *Rita Zollinger, Running Club*

To contact: Lisa Bollinger (lbollinger@spartanburgcounty.org); (864) 596-3472; or SPATS Enhancement Program, Spartanburg County Administrative Building, 366 N. Church St., Suite 700, Spartanburg, SC 29303