

**ANATS**  
**Transportation Improvement Plan**  
**FY 2008-2014**

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## **Introduction**

The Anderson Area Transportation Study (ANATS) is the Metropolitan Planning Organization (MPO) for the Anderson urbanized area. ANATS serves the Cities of Anderson and Belton along with the portions of Anderson County encompassed by the study area.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations require all urbanized areas with populations of 50,000 or more to create an MPO. Each MPO must develop a cooperative, comprehensive, and continuing transportation planning process in order to qualify for Federal funding for transportation projects.

Three major products developed by ANATS are a Transportation Improvement Plan (TIP), a Long Range Transportation Plan (LRTP), a Unified Planning Work Program (UPWP). Opportunities for public input are advertised and public comments are actively solicited for each of these planning documents.

The TIP is a short-range program that schedules projects to be funded in the next six years, and indicates project priorities. Projects move from the LRTP to the TIP based on the priorities established in the LRTP. The TIP includes only those projects for which funding is available, and a project cannot be included in the TIP unless it is in the LRTP. The TIP draws projects from all of the various components of the LRTP and schedules them for implementation.

When projects are added to the TIP, they are prioritized based on area-wide needs. Project priorities result from the placement of the project in the long-range plan, funding availability, and the scheduling requirements of the state and federal governments. Highway projects are included in the TIP to reflect activities ranging from pre-construction activities, right of way acquisition, and construction. Transit projects also are included to reflect planning, operating expenses, and capital funds. Most large projects are funded in phases over several years, while smaller projects may be fully funded in a single year in the TIP. Regardless of schedule, a project must be included in the TIP in order to be eligible for funding. When a project advances to the TIP, initial planning for the project has been completed and implementation begins.

## Process

ANATS is composed of a Policy Committee and a Study Team

The Policy Committee is the body granting final approval to all plans, projects and funding. The Policy Committee consists of 15 voting members; 10 elected officials; 4 county residents; and 1 SCDOT District Commissioner. Below the policy committee is listed:

<b>REPRESENTATION</b>	<b>NAME</b>
City of Anderson (Mayor)	Terence Roberts
City of Anderson (Council)	Steve Kirven
City of Anderson ((Council)	Dennis Mckee
Anderson County Council	Robert Waldrep
Anderson County Council	Gracie Floyd
City of Belton (Council)	Marion Nickles
Legislative Delegation	Kevin Bryant
Legislative Delegation	Michael Thompson
Legislative Delegation	Brian White
S.C. Department of Transportation	Marion Carnell
Anderson County Planning Commission	Alva Goodwin
County Resident	Ray Fretwell
County Resident	McLester McDowell
County Resident	Richard Shirley
County Resident	Loyd Wilson

The Study Team develops and reviews planning documents, projects, and plans, and makes recommendations to the Policy Committee. The Study Team consists of the technical staff from city and county governments. Staff from other resource agencies -- including the S.C. Department of Health and Environmental Control Bureau of Air Quality, and the U.S. Environmental Protection Agency -- is involved in Study Team meetings on an as-needed basis.

## **Products**

### Transportation Improvement Plan (TIP)

The TIP is developed every two years, and allows local and state officials to set priorities for spending federal highway and transit funds available to the ANATS region. The TIP is developed cooperatively with South Carolina Department of Transportation. Projects cannot be placed in the TIP unless they are first included in the LRTP. Once the TIP is approved by the ANATS Policy Committee and the South Carolina Transportation Commission, the TIP is submitted to FHWA and FTA for review.

The priority of the projects in the TIP is established through consultation between the Study Team and Policy Committee. The Study Team ranks projects based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure. The Policy Committee may adjust and modify the Study Team recommendations based on policy considerations and available funding.

### Long Range Transportation Plan (LRTP)

The LRTP describes the policies, strategies, and facilities proposed for construction in the metropolitan planning area during the next 25 years. The LRTP recommends transportation projects that will provide for the transportation needs of the area. The plan includes a listing of all transportation projects that can be built with the federal, state, and local funding that is expected to be available.

The LRTP includes highway construction projects, congestion management projects, freight-related projects, public transportation projects, and bicycle and pedestrian projects. Projects are evaluated and ranked based on mobility and accessibility needs, safety and security, economic and community vitality, environmental protection, improved connectivity among transportation modes, efficient system management, and maintenance and preservation of the transportation infrastructure.

### Unified Planning Work Program (UPWP)

The UPWP is the element of the planning process that identifies the planning activities to be completed by ANATS staff and outside consultants. All planning activities must be listed in the UPWP to be eligible for funding. The ANATS UPWP is updated annually.

## ANATS FINANCIAL STATEMENT

(COST IN THOUSANDS)

Policy Committee Approved -

PIN #	PRIORITY	GUIDESHARE PROJECTS	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP COST (2008-2014)	FUNDING
24493	1	EAST - WEST CONNECTOR	3,351							\$3,351	STP
19556	2	INTERSECTION IMPROVEMENTS (P,R,C)									NHS/STP/CMAQ
18503	3	TRAFFIC SIGNAL SYSTEM									STP
		DEBT SERVICES	1,107	1,204	\$1,211	\$1,191	\$1,172	\$1,153	\$1,153	\$8,191	NHS & STP
<b>GUIDESHARE SUBTOTALS</b>			\$1,107	\$1,107	\$1,211	\$1,191	\$1,172	\$1,153	\$1,153	\$8,094	11542
<b>GUIDESHARE (\$11,035)</b>			2,207	2,207	\$2,207	\$2,207	\$2,207	\$2,207	\$2,207	15,449	
<b>PROJECT CARRYOVER</b>			1,144	2,244	3,344	4,340	5,356	6,391	7,445	N/A	
<b>TOTAL AVAILABLE FUNDING</b>			3,351	4,451	5,551	6,547	7,563	8,598	9,652	16,593	
<b>DIFFERENCE</b>			2,244	3,344	4,340	5,356	6,391	7,445	8,499	N/A	
<b>BONDING</b>											

PROJECTS EXEMPT FROM GUIDESHARE												
SAFETY PROJECTS (P,R,&C)												SEE 2007 STIP
PAVEMENT MARKING & SIGNING (P,C)												SEE 2007 STIP
PAVEMENT PROJECTS												SEE 2007 STIP
BRIDGE REPLACEMENT & REHAB PROJECTS												SEE 2007 STIP
<b>EXEMPT SUBTOTALS</b>												

ENHANCEMENT PROJECTS	Carryover (1992- 2005)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP COST (2008-2014)	
GREENSPACE PROJECT- PHASE 1 FANT ST- MANNING ST. (CITY OF ANDERSON)	\$100	50 C							\$150	STP TOTAL -\$180,000 MATCH - \$30,000
MICHELIN BLVD SIDEWALK PROJECT (ANDERSON COUNTY)			70						\$70	STP TOTAL -\$84,000 MATCH - \$14,000
STREETSCAPE- WHITNER ST. (CITY OF ANDERSON)	\$200	50 C							\$250	STP TOTAL - \$300,000 MATCH - \$50,000
ANATS ENHANCEMENT CARRYOVER			19	159	159	159	159	159	\$814	STP
<b>ENHANCEMENT SUBTOTALS</b>		\$100	\$89	\$159	\$159	\$159	\$159	\$159	\$1,284	

FEDERAL TRANSIT ADMINISTRATION											
ELECTRIC CITY TRANSIT		626 OP	645 OP	664 OP	684 OP	670 OP	725 OP	745 OP	\$4,759	FTA SECTION 5307	
CITY OF ANDERSON PLANNING DIVISION		25 P	25 P	25 P	25 P	25 P	25 P	25 P	\$175	FTA SECTION 5303	
<b>FTA SUBTOTALS</b>		\$651	\$670	\$689	\$709	\$695	\$750	\$770	\$4,934		
<b>GRAND TOTAL</b>		\$1,858	\$1,866	\$2,059	\$2,059	\$2,026	\$2,062	\$2,082	\$7,870		

KEY: P - PRELIMINARY ENGINEERING, R - RIGHT OF WAY, C - CONSTRUCTION, CA - CAPITAL PURCHASE, OP - OPERATING

## **Public Involvement**

ANATS follows a Public Involvement Plan that details the approach, values, and activities that are followed to ensure full and effective public participation in the planning process. A variety of methods are used to solicit public input, including small group presentations, news releases, distribution of printed and electronic newsletters, surveys, public workshops, development of corridor studies and area plans, and public hearings.

## **Funding**

ANATS projects are funded through federal and state transportation funds.

### Guideshare Funds

Funds for road improvements are allocated by SCDOT through the Guideshare Program. The S.C. Transportation Commission sets aside approximately \$114 million dollars of FHWA and SCDOT funds each year and distributes the money among the state's ten MPOs and Councils of Governments based on population and vehicle miles of travel in each region. The Guideshare sets the annual budget for highway improvements within each MPO or COG, and total project costs in any given year normally cannot exceed the Guideshare apportionment.

Road improvements may include constructing new roads, adding traffic lanes to existing roads, constructing paved shoulders, installing traffic signals, constructing sidewalks or bike lanes, or making safety improvements. Major maintenance improvements may also be included, such as resurfacing a road. However, minor maintenance activities such as patching potholes are not funded through ANATS, but are handled directly by SCDOT maintenance units.

ANATS apportionment from the Guideshare Program is \$2.2 million annually. Of this amount, approximately \$1.2 million per year is devoted to debt service. SCDOT developed an innovative financing plan in 1998 to accelerate construction of many projects that were built between 1998 and 2007, and issued bonds to fund the plan. Debt service payments will continue through 2022 to retire the bonds that were issued to fund the accelerated construction program.

### Transportation Enhancement Projects

In 1991, Congress passed a landmark transportation bill, the Intermodal Surface Transportation Efficiency Act (ISTEA). The Transportation Enhancement Program was created by ISTEA and has been widely popular, in part because it funds projects that had frequently been left out of highway improvement plans in past years. Twelve specific activities, listed below, are eligible for Transportation Enhancement funds. Generally, these can be summarized as facilities and programs for pedestrians and bicyclists; landscaping and scenic beautification of transportation facilities; and historic preservation activities that are directly related to transportation. All projects must have a clear

relationship to transportation. More information is available on the internet at [www.enhancements.org](http://www.enhancements.org).

### **Eligible Transportation Enhancement Activities**

- Facilities for pedestrians and bicyclists;
- Safety and educational activities for pedestrians and bicyclists;
- Acquiring scenic easements and scenic or historic sites related to transportation;
- Creating or expanding scenic or historic highway programs (including providing tourist or welcome center facilities on designated scenic highways);
- Landscaping and other scenic beautification;
- Historic preservation of transportation-related facilities;
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals);
- Preserving abandoned railway corridors (including converting the corridors to pedestrian or bicycle trails);
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Addressing environmental problems such as water pollution from highway runoff or protecting wildlife by providing safe highway-crossing methods;
- Establishment of transportation museums.

### **Federal Transit Administration Projects**

Federal Transit Administration (FTA) funds are allocated based on urbanized areas. Urban funding is available in Section 5307, which can be used for capital (e.g. purchasing buses, bus stop shelters, construction of facilities) and some maintenance activities. The ANATS Urbanized Areas can also use 5307 funds to cover up to 50 percent of the net operating expenses of the transit system. Large Urbanized Areas are not allowed to spend 5307 funds on operating expenses.

Section 5303 funds can be used only for planning activities, which may include salaries for staff planners or consultant studies.

### **Certification**

An annual self-certification process, which certifies that the planning process complies with federal requirements, is included in the UPWP, which is adopted annually.

## **GUIDESHARE PROGRAM**

The Statewide Transportation Improvement Program (STIP) adopted by the SCDOT Commission in July 2006 allocated \$2,207,000 annually to ANATS. The annual debt service for the 1997 Project Acceleration Program will vary slightly from year to year, but is approximately \$1.1 million. Beginning in 2008, ANATS will have approximately \$1.1 million available annually for TIP projects through the Guideshare Program

### **ANATS Guideshare Projects**

1. East-West Connector

## Anderson Area Transportation Study Transportation Improvement Plan

**Project:** East-West Connector

**Total Cost (thousands):** approx. 20,000

**Description:** A new 3 lane road approx 3 miles in length connecting Clemson Blvd. and Hwy 81. This project contains four foot bike lanes; limited access; and median landscaping.

**Purpose:** Offer an east-west option for the transportation system, alleviating congestion along two major thoroughfares.

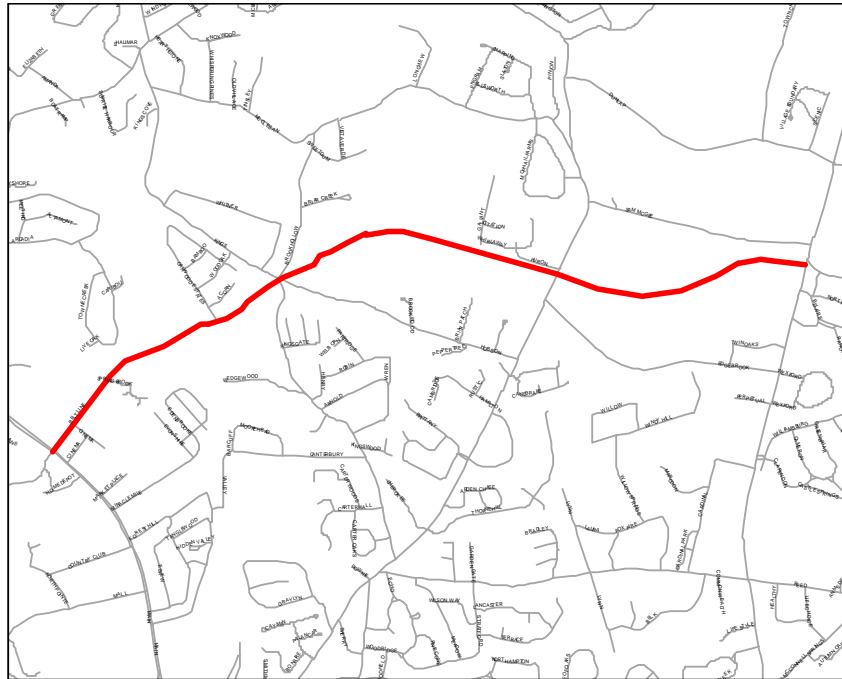
**County, City:** Anderson, None

**Program Type:** Guideshare

**Funding Source:** Surface Transportation Program

**Comments:** ROW acquired; PE complete; awaiting additional funding to begin construction.

Estimated Unobligated Costs in Thousands								
Activity	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP Cost
PE								
ROW								
CONST	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0



## **TRANSPORTATION ENHANCEMENT PROGRAM**

Transportation Enhancement projects are funded by a 10 percent set aside from the Surface Transportation Program. These funds may only be spent on projects that fit one of 12 categories of eligible activities.

### **ANATS Transportation Enhancement Projects**

1. Downtown Greenspace Project
2. Streetscape Project
3. Michelin Blvd. Sidewalk Project

## Anderson Area Transportation Study Transportation Improvement Plan

**Project:** Downtown Greenspace Project

**Total Cost (thousands):** \$180 (\$150 Federal & \$30 Local)

**Description:** A downtown greenspace to be utilized by both pedestrian and multimodal travelers.

**Purpose:** Create a greenspace to enhance the transportation system.

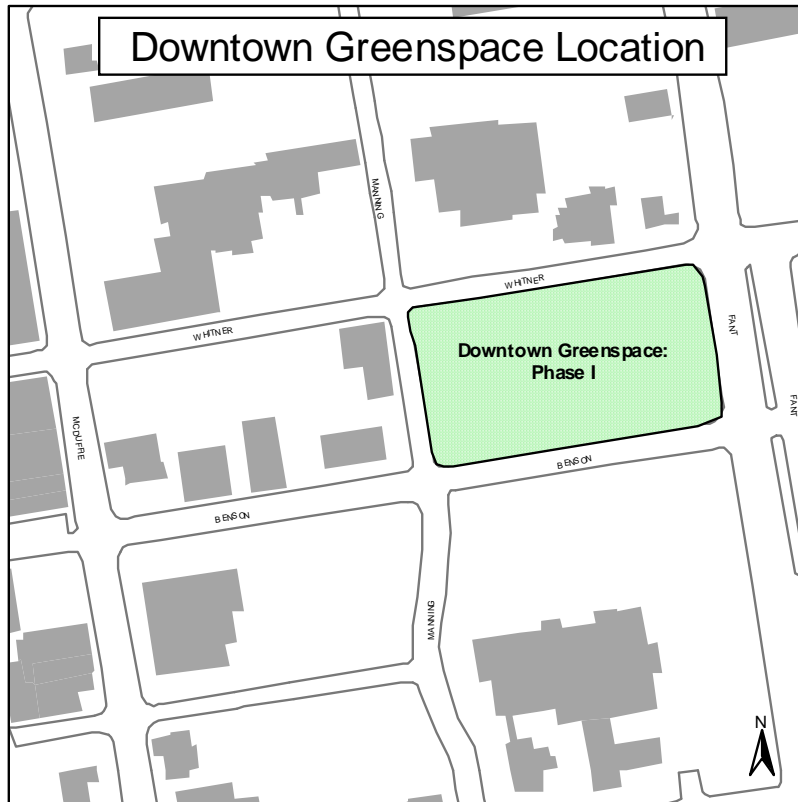
**County, City:** Anderson, Anderson

**Program Type:** Transportation Enhancement

**Funding Source:** Surface Transportation Program

**Comments:** Carryover enhancement funding was dedicated to the project in FY 2007

Estimated Unobligated Costs in Thousands								
Activity	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP Cost
TOTAL	50	0	0	0	0	0	0	150



## Anderson Area Transportation Study Transportation Improvement Plan

**Project:** Streetscape Project

**Total Cost (thousands):** \$300 (\$250 Federal & \$50 Local)

**Description:** A downtown greenspace to be utilized by both pedestrian and multimodal travelers.

**Purpose:** Create a greenspace to enhance the transportation system.

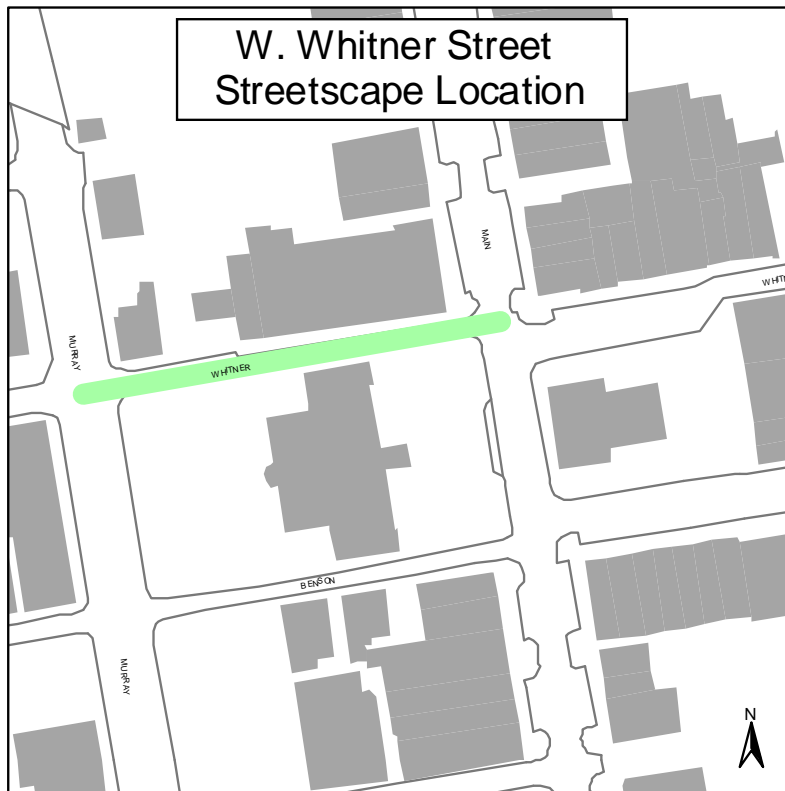
**County, City:** Anderson, Anderson

**Program Type:** Transportation Enhancement

**Funding Source:** Surface Transportation Program

**Comments:** Carryover enhancement funding was dedicated to the project in FY 2007

Estimated Unobligated Costs in Thousands								
Activity	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP Cost
TOTAL	50	0	0	0	0	0	0	250



## Anderson Area Transportation Study Transportation Improvement Plan

**Project:** Michelin Blvd. Sidewalk Project

**Total Cost (thousands):** \$175 (\$140 Federal & \$35 Local)

**Description:** 2174 ft of sidewalk along Michelin Blvd

**Purpose:** A new section of sidewalk to enhance the pedestrian transportation system.

**County, City:** Anderson, None

**Program Type:** Transportation Enhancement

**Funding Source:** Surface Transportation Program

**Comments:**

Estimated Unobligated Costs in Thousands								
Activity	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TIP Cost
TOTAL	0	140	0	0	0	0	0	140



Michelin Blvd Sidewalk Request