

## **Unified Planning Work Program (UPWP), GPATS Funding Request to Update the 2010 Multimodal Transit Corridor Alternatives Feasibility Study**

On April 30, 2013, the Greenville County Economic Development Corporation (GCEDC) submitted a Unified Planning Work Program (UPWP) application to GPATS to update the 2010 Multimodal Transit Corridor Alternatives Feasibility Study with an addendum to include personal rapid transit (PRT) systems as an additional alternative mode of transportation.

In 2008, the GCEDC commissioned, with 80% funding from GPATS and 20% required match from the County, the 2010 Multimodal Transit Corridor Alternatives Feasibility Study to determine the feasibility of a high capacity transit (HCT) system between the cities of Greenville, Mauldin, Simpsonville, and Fountain Inn via an abandoned rail corridor between N Pleasantburg Drive (Highway 291) and Downtown Greenville, a discontinued railroad corridor owned by the GCEDC between N Pleasantburg Drive and CU-ICAR (Clemson University, International Center for Automotive Research), and the active CPDR rail line owned by RailAmerica and running from CU-ICAR to Fountain Inn and beyond. The personal rapid transit system (PRT, aka Automated Transit System or ATN) was not included as an alternative mode of transportation in the 2010 Feasibility Study due to its infancy stage and the fact that there were no commercially available systems at that time. Since then, technology has advanced rapidly and, currently, there are PRT systems operating and/or being developed for public use worldwide.

The UPWP grant application submitted on April 30<sup>th</sup> totaled \$20,000, which included the 80% funding request to GPATS (\$16,000) and the 20% required matching (\$4,000). However, in consultation with and consent from the applicants, the GPATS Study Team recommended and the GPATS Policy Committee approved on June 24<sup>th</sup> funding all applicants at 50% of each request. The GCEDC received official notification on July 1, 2013, that GPATS will fund \$8,000, which leaves a required match of \$12,000 for a total of \$20,000 to commit to the Addendum to the 2010 Feasibility Study.