

CHAPTER XI. PRIORITY INVESTMENT ELEMENT

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*An overview of this Chapter can be found in *Chapter 1 – Introduction and Executive Summaries*.

Signed into law in 2007, the *South Carolina Priority Investment Act* (PIA) amends *Title 6, Chapter 29* of the *South Carolina Code of Laws – the South Carolina Local Government Comprehensive Planning Enabling Act of 1994*. The legislation introduced two new elements to the comprehensive planning process for South Carolina local governments – a *Transportation Element* and a *Priority Investment Element*. The Priority Investment Element facilitates the coordination of major capital improvements and provides direction for implementing recommended strategies of the other elements of the Comprehensive Plan that call for capital improvements. The Priority Investment Element encourages local governments to examine future capital improvement needs, as well as identify potential funding for these improvements in the coming decade.

In addition to encouraging local governments to plan for long-term capital improvement needs and financing, the Priority Investment Element encourages stronger intergovernmental planning and coordination. Specifically, the legislation calls for comprehensive plans to include: *“a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies.”*

A. INTERGOVERNMENTAL COORDINATION

While many of the public facilities in the City of Clemson are owned and maintained by the City, others are owned and maintained by entities such as Clemson University, Pickens County, and the Pickens County School District. Many improvements to capital facilities throughout the City have been and will continue to be accomplished through coordination and cooperation with a number of public and private entities.

The *South Carolina Priority Investment Act* requires that the recommendation of capital improvement projects that require public expenditure be done through *“coordination with adjacent and relevant jurisdictions and agencies.”* The Act defines adjacent and relevant jurisdictions and agencies as *“those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project.”* Such coordination in the City of Clemson entails written notification by the City Planning Commission or staff to adjacent jurisdictions and relevant agencies of proposed projects and the opportunity to provide comment. Adjacent and relevant jurisdictions and agencies identified as providing public facilities or related services within the City of Clemson are listed in Table XI-1.

TABLE XI-1. ADJACENT AND RELEVANT JURISDICTIONS AND AGENCIES - CITY OF CLEMSON

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Anderson Joint Regional Water System	<ul style="list-style-type: none"> • Provides treated drinking water to the City of Clemson, Anderson County, the Town Pendleton, and other member jurisdictions
Appalachian Council of Governments (ACOG)	<ul style="list-style-type: none"> • Serves a region that includes Anderson, Cherokee, Greenville, Oconee, Pickens, and Spartanburg counties • Provides grants assistance to local governments, including CDBG, ARC economic development, EDA, USDA, and State grants • Develops and maintains the 208 Regional Water Quality Management Plan, reviews wastewater facility plans for consistency with the Plan • Conducts training for planning boards, commissions, and staff
Clemson University	<ul style="list-style-type: none"> • Land grant university adjacent to the City of Clemson • Primary employer in the Upstate region • Many City residents are Clemson University students • Contracts with the City for holding services at the City jail • Joseph F. Sullivan Center provides acute care services to City of Clemson employees and their families through annual contract • Fire Department provides fire and EMS service to the Clemson Area through a partnership with the City • Primary Clemson Area Transit (CAT) partner • City partners with University Emergency Management to ensure public safety during large events • Transportation enhancement partner in creating a more functional area transportation system
Greenville Pickens Area Transportation Study (GPATS)	<ul style="list-style-type: none"> • Metropolitan Planning Organization for the Greenville-Pickens Urbanized Area that includes the City • Plans and prioritizes all federally funded transportation improvements
Joint City University Advisory Board	<ul style="list-style-type: none"> • Advisory board comprised of representatives from the City of Clemson and Clemson University, charged with improving the quality of life in the Clemson community through collaborative efforts and ongoing communication • Produces the <i>Off-Campus Living Guide</i>
Alliance Pickens	<ul style="list-style-type: none"> • Regional partnership of local governments seeking capital investments and job creation in the Pickens County area
Pickens County School District	<ul style="list-style-type: none"> • Provides pre-K-12 educational programs for Pickens County, including residents of the City of Clemson • Administers 16 elementary schools, five middle schools, four high schools, and a state-of-the-art Career and Technology Center • City is served by Clemson Elementary in the City and R.C. Edwards Middle School and D.W. Daniel High School in the nearby City of Central
Pickens County Library	<ul style="list-style-type: none"> • Library branch located in Central serves both the City of Clemson and Town of Central

TABLE XI-1. ADJACENT AND RELEVANT JURISDICTIONS AND AGENCIES - CITY OF CLEMSON

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Pickens County Council on Aging	<ul style="list-style-type: none"> • Provides programs and services for older adults in the Clemson area, including on-site group meals, home delivery meals, health and wellness programs, and recreation and leisure activities • Provides limited transportation support for seniors
Southern Wesleyan University	<ul style="list-style-type: none"> • Private, four-year liberal arts institution located nearby in the neighboring Town of Central
Tri-County Technical College	<ul style="list-style-type: none"> • Public, two-year postsecondary institution that is part of the S.C. Technical College System, with Bridge and transfer partnerships with Clemson University
Neighboring Municipalities and Counties	
Pickens County	<ul style="list-style-type: none"> • Allocates State transportation funding through C-funds • Operates the Pickens County Landfill • Provides wastewater service for a small area of the City • Provides emergency management services for the County • Provides Emergency Medical Services for the City • Maintains mutual aid agreement with the City for Fire and Police
Anderson County	<ul style="list-style-type: none"> • Allocates State transportation funding through C-funds • Solid waste and landfill services • Clemson/Pendleton Wastewater Treatment Plant partner • Anderson Regional Joint Water Treatment Plant partner • Clemson Area Transit partner • Provides Emergency Medical Services for portion of the City in Anderson County • Maintains mutual aid agreement with the City for Fire and Police
Town of Pendleton	<ul style="list-style-type: none"> • Clemson Area Transit partner • Clemson/Pendleton Wastewater Treatment Center partner • Maintains mutual aid agreement with the Town for Fire and Police
Town of Central	<ul style="list-style-type: none"> • Clemson Area Transit partner • Central/Clemson Indoor Recreation Center partner • Contracts with the City for holding services at the City jail • Maintains mutual aid agreement with the Town for Fire and Police
City of Seneca	<ul style="list-style-type: none"> • Clemson Area Transit partner
State and Federal Agencies	
S.C. Department of Transportation	<ul style="list-style-type: none"> • Road maintenance and improvements for State roads and U.S. highways • Provides statewide transportation planning
S.C. Parks and Recreation and Tourism	<ul style="list-style-type: none"> • Provides funding for recreational facilities
S.C. Department of Commerce	<ul style="list-style-type: none"> • Provides competitive community block grants
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Manages the resources of Lake Hartwell including land leases to the City of Clemson for several City Parks • Provides flood management and monitors water quality

TABLE XI-1. ADJACENT AND RELEVANT JURISDICTIONS AND AGENCIES - CITY OF CLEMSON

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Private Organizations and Agencies	
Duke Power	<ul style="list-style-type: none"> • Primary energy provider for the Clemson area
Fort Hill Natural Gas	<ul style="list-style-type: none"> • Provides natural gas in the City of Clemson
Norfolk Southern Corporation	<ul style="list-style-type: none"> • Operates primary freight rail service through the heart of the City
Amtrak	<ul style="list-style-type: none"> • Operates passenger service on the Norfolk Southern Route to and from the Clemson Amtrak Depot

Source: City of Clemson, 2014

B. FUTURE CAPITAL IMPROVEMENT NEEDS AND FUNDING SOURCES

A number of public infrastructure and facilities needs have been identified for the City of Clemson for the coming decade through both the required elements of the Comprehensive Plan and through additional planning processes and studies conducted by service and infrastructure providers. These capital improvements include those that will be funded and accomplished by the City, as well as projects that will be funded and accomplished by other entities such as Clemson University, Pickens County, and the South Carolina Department of Transportation. In the current challenging economic climate, the City of Clemson must continue to explore new partnerships and funding sources to meet capital needs, while ensuring that the most critical needs are met. Anticipated funding from federal, state, and local sources for public infrastructure and facilities during the next five years is outlined in Table XI-2. The top public infrastructure and facilities investment priorities for the City of Clemson for the coming five years include:

1. Provision and maintenance of and improvements to public facilities to accommodate the needs of residents and businesses and meet applicable local, federal, and state requirements.
2. Provision of quality water and sewer services for existing and future customers through the continued maintenance of and necessary upgrades to the Lake Hartwell Water Treatment Plant, the Pendleton/Clemson Wastewater Treatment Plant, and the Cochran Road Wastewater Treatment Plant.
3. Improvement and maintenance of police, fire, and emergency medical services to increase public safety, protect properties, and lower ISO ratings.
4. Support for the expansion, improvement, and maintenance of transportation facilities and services to meet the needs of City residents and promote economic development and growth.
5. Promotion of economic growth and development to create jobs, increase sustainability, and strengthen the local tax base.
6. Support for education including Pre-K through 12, Clemson University, Tri-County Technical College, and Southern Wesleyan University.

TABLE XI-2. ANTICIPATED ANNUAL FUNDING SOURCES

Funding Source	Description	Anticipated Annual Funding*
City of Clemson General Fund	Annually appropriated funds primarily for day-to-day expenses, such as administration and operation, provided by valorem taxes levied on real and personal property	\$12,144,593
City Hospitality Fee Funds	Annually appropriated funds used for items promoting the general health and welfare of the community	\$720,000
City Hospitality Tax Funds	Annually appropriated funds that must be spent on money related to culture, recreation, and/or tourism	\$735,000
City Accommodation Tax	Must be used for culture, recreation, and/or tourism promotion	\$320,000
City Water Utility Fund	Used for the provision and maintenance of drinking water treatment and delivery infrastructure	\$3,318,100
City Wastewater Utility Fund	Monthly wastewater fee that is used for the provision and maintenance of wastewater treatment and sewer infrastructure	\$3,684,600
City Commercial Sanitation Fund	Annually appropriated funds charged to businesses for roll cart trash servicing and used to purchase new trucks, dumpsters, roll carts, and for personnel costs	\$338,000
City Parking Deck Fund	Money received from metered parking, leased parking, and football parking that are used for parking deck operations and maintenance	\$166,000
City Park Land and Green Space Fund	Money received from ad valorem taxes, local option sales taxes, investment earnings, and internal equity transfers that are intended for future land purchases	\$40,069
Grants from Federal, State, and private sources	Funding granted for specific purposes such as economic development, community development, recreation, and public transportation	\$3.5 million
SCDOT Transportation Alternatives Program	State transportation funds allocated for non-traditional transportation related activities such as bicycle and pedestrian facilities and pedestrian streetscaping	\$643,694 (for entire GPATS region)
City Transit Fund	Intergovernmental agencies that contract Clemson Area Transit service	\$1,916,170
Other Revenues	Includes other revenues from community garden fees; leadership Clemson enrollment fees; sanitation, police, recreation fees; and mulch delivery	\$264,800

* Anticipated funding based on recent funding levels

Source: City of Clemson, 2019

A number of capital projects are underway or in the planning stages that will address the City’s identified priority needs. Additional area-wide public infrastructure and facilities needs are being addressed by entities including Clemson University, Pickens County, and the South Carolina Department of Transportation.

1. City of Clemson

Key public infrastructure and facilities needs have been identified by the City of Clemson for the coming five years. Projects intended to meet these needs are listed in Table XI-3, along with the Capital Improvement Category as adopted by City Council in 2014. The listing for each project includes the year for which the project is planned, a description of the project, estimated cost, and anticipated funding sources.

TABLE XI-3. CLEMSON PLANNED CAPITAL FACILITIES PROJECTS, 2014-2019

Year	Project	Estimated Cost	Anticipated Funding Sources*
Equipment			
2015-18	CAT Buses – 10 Electric	\$7,051,820	CAT Budget
2017-18	20-Ton Lift	\$50,000	General Fund
2017-18	Horizontal Brush Grinder	\$700,000	Trade-in Value, General Fund
Facilities			
2016-17	Fire Substation	\$3,400,000	General Obligation (GO) Bond
2016-17	Downtown Welcome Center and Police Substation	\$3,875,000	Local Option Accommodations, Hospitality Fee Fund, Long-Term Borrowing
Infrastructure			
2015-16	Fendley Street Extension	\$100,000	GO Bond
2014-15	U.S. Highway 123 Retaining Wall	\$266,570	GO Bond, C-Funds
2014-15	College Avenue Stormwater Replacement	\$500,000	Stormwater User Fees
2014-15	Berkeley Drive Pedestrian Bridge	\$1,897,180	Federal TAP Grant, Pickens County C-Fund, Federal TAP Grant City, Pickens County C-Fund match, GO Bond
2015-19	Water Line Projects	\$1,875,771	Stormwater User Fees
2014-19	Wastewater Treatment Projects	\$15,000,000	GO Bond, Appalachian Regional Commission
2014-19	Wastewater Collection	\$2,260,258	GO Bond
2014-17	Vehicles for Stormwater Utility	\$40,000	Stormwater User Fees
2015-19	Various Stormwater Projects	\$400,000	GO Bond, Developer Contribution
Land Development			
2014-15	Clemson Park Entrance Road	\$45,000	Hospitality Tax/Master Plan Project, Methodist Church
2014-18	Old Calhoun District Streetscape	\$1,488,129	Hospitality Tax
2018-19	Oglesby Property Repurposing	\$100,000	General Fund

TABLE XI-3. CLEMSON PLANNED CAPITAL FACILITIES PROJECTS, 2014-2019

Sustainability			
2014-15	College Avenue Street Lights	\$200,000	GO Bond
2014-15	Gateway Park LED Retrofit	\$20,000	GO Bond
2015-19	Interior Building LED Conversions	\$34,633	General Fund, Rebates, Leased Property Account
Technology			
2015-16	Police Radio Repeater	\$10,000	E911 Fund
2014-17	Police VHS to Digital Camera Conversion	\$66,000	Hospitality Fee, General Fund
2014-15	CAT Bus Tracker	\$160,000	Federal Grant 5309, CAT Capital Reserve
Recreation and Parks			
2014-19	Parks and Receptions Master Plan	\$581,000	Accommodations Tax, Hospitality Tax
2014-16	Reboarding of Abernathy Park Boardwalk	\$165,000	Abernathy Park Reserve Fund, Hospitality Tax
2015-18	Land Purchase	\$500,000	Recreation Impact Fee, Hospitality Tax Fund, Park Land and Greenspace Fund

** Estimated project year, cost, and anticipated funding sources are subject to change
Source: City of Clemson, 2019*

2. Pickens County

The most recent Pickens County’s Capital Improvement Program (CIP) lists projects from 2006 to 2011 (<http://www.co.pickens.sc.us/departments/finance>). Although the completion of an updated Capital Improvement Program is listed as one of the goals of the County’s Finance Department, to date a CIP has not been made available for review. The County CIP goal is to create a CIP that looks five years to the future.

Pickens County repaved 26 miles of road throughout the County during 2014 and 2015. The repaving repaired portions of 73 roads with a projected cost of approximately \$1.6 million. Funding for the project was provided by a \$20 road-use fee applied to County taxpayers. Roads were selected for repaving based on condition, with the most critical roads designated as “poor serviceability.” The roads at the top of the list in the City of Clemson include Canoy Lane, Kings Way, Knollwood Drive, Brookhaven Drive, Kiawah Court, Crest Circle, and the Butler Street Extension.

The County also recently constructed several rural fire stations and a new county complex in the City of Liberty to house the Magistrate Court.

3. Pickens County School District

The School District of Pickens County completed an ambitious building program in 2014 that included the construction of new buildings for all the high schools, two elementary schools, and the Career and Technology Center. The new Daniel High School was completed at a cost of more than \$50 million and was dedicated in FY 2012-2013. The building program included extensive renovations and additions for all five of the middle schools, as well as improvements to other elementary schools throughout the District.

In 2001, the Pickens County School District constructed Clemson Elementary School off Berkeley Drive to replace the former Morrison Elementary School. The facilities include a gymnasium that is shared by the community, an amphitheater, a computer lab, a science lab, playgrounds, gardens, nature trails, and other outdoor learning areas. Clemson Elementary facilities have been well maintained and continue to provide a safe and secure environment that is conducive to student learning. Only a few physical capital improvements have been identified for this facility.

R.C. Edwards Middle School serves approximately 780 students from Clemson, Central, and Six Mile. Constructed in 1971, the school is on a 30-acre campus that was renovated in 2011. The \$13.3 million renovation of the campus included new gymnasium flooring, science labs, media labs, and 15 additional classrooms. New concrete walls were constructed in classrooms that had previously been separated by semi-soft curtains and the cafeteria was updated. Because of the more recent renovations, there are few future physical capital improvements for R.C. Edwards planned for the coming decade.

Daniel High School was completely reconstructed in 2012. The high school is a state-of-the-art facility that is generally regarded as one of the finest public schools in the State. The complex is 227,950 square feet in size and serves students from the Clemson, Central, and Six Mile communities. Included on the campus is a 5,250-seat football stadium, a gymnasium that holds 2,000 persons, and a 630-seat auditorium. Due to its recent construction, there are no physical capital improvements planned for the facility in the near future.

4. Clemson University

Clemson University is the area's largest employer, with an annual enrollment of more than 25,000 students. The University is located adjacent to the City limits in unincorporated Pickens County. Given its size and population, the University essentially operates as a small city unto itself.

In 1994, a long-range master plan was developed for the main campus. With many of the projects identified in the 1994 plan completed, the University launched a plan update to focus on the vision of former President James Barker and the Board of Trustees to elevate the status of Clemson to one of the top twenty public universities in the country. The updated Master Campus Plan was adopted in 2002 and focused on excellence in teaching, athletics, and the performing arts; thriving scholarships; and successful private fund-raising. The Campus Plan identifies sites

for new construction, enhanced landscape development, and possible expansion of existing buildings, as well as the continued use or reuse of existing facilities. An update to the 2002 Campus Plan, *Clemson's 2020 Road Map*, was adopted in 2011. As of 2014, many strategies of the 2002 Campus Plan have been completed, including designation by *U.S. News & World Report* as a top 20 public national university. Several objectives and projects from the 2011 plan are currently in the planning and development phase. A complete list of Clemson University's Capital Improvement Program and current projects is available on the Clemson University Facilities website at <https://cufacilities.sites.clemson.edu/capital/>.

To better implement the *Campus Plan* and the *2020 Road Map*, the University's Planning and Design staff have developed two area specific plans, completed in 2003 and 2006. Staff have also completed site design guidelines (2012), a Preservation Master Plan (2009), policies for sustainability and green building practices, Parking Utilization Studies (2002, 2006, 2008), and a Bikeway Master Plan (2012).

Understanding that public funding is limited, and state funding is the lowest it has been in a generation, Clemson University has increased its enrollment and the cost of tuition in recent years for both in-state and out-of-state students to offset operations costs. From 2003 to 2013, undergraduate enrollment grew by 23.24% (3,193 students) while total enrollment increased by 31.1% (5,051 students). Tuition for in-state undergraduate students increased by 66.5% from \$7,840 to \$13,054 and tuition for out-of-state undergraduate students has risen by 85.9% from \$16,404 to \$30,448.

Clemson University and President Barker conducted a capital campaign to raise more than \$600 million dollars to fund the 2020 Road Map. They also listed a number of other viable financial goals as a means to implement the Plan through new revenue targets, rather than relying solely on traditional university funding options. These targets include:

- Complete the current \$600 million capital campaign, with specific cash and capital gifts goals to fund the plan.
- Double net revenue from online and distance education.
- Increase departmentally generated revenues by 50%.
- Increase summer school net revenue by 50%.
- Develop \$25 million in strategic partnerships with new corporations, private companies, and other universities and colleges.
- Increase research expenditures by 50%.
- Leverage information technology capabilities to host or provide services for other colleges and universities.
- Fully leverage existing debt capacity to fund the first phase of the capital plan.

The majority of residential housing construction for Clemson students in recent years occurred within the City of Clemson, placing additional stress on City infrastructure and existing single-family neighborhoods. There are currently several large construction projects underway at Clemson University to increase housing capacity on campus and to relieve some of the strain on the City housing market. Two of these projects are the Core Campus development and Douthit Hills. Core Campus is a \$96 million redevelopment of Johnstone Hall that will add an additional 400 bedrooms on campus. Douthit Hills is a \$183 million master planned area of campus located north of S.C. Highway 93. The development will include retail space and student housing. Student housing in Douthit Hills will be comprised of 1,730 bedrooms, including 980 bedrooms for upper classmen and 750 bedrooms for Bridge-to-Clemson students. Combined, both projects will add approximately 2,130 new bedrooms for students on campus.

5. Transportation and Roads

Planning to meet current and future transportation needs is accomplished through programs at the state, regional and local levels in South Carolina. For the City of Clemson, transportation planning and funding allocations are primarily provided by the South Carolina Department of Transportation (SCDOT) and the Greenville Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO). Funding for transportation projects is also provided through the City’s Street Fund and is available through State allocated C-funds.

a. *City of Clemson*

The City of Clemson allocates two mills of property tax revenues to the City’s Street Fund each year. These funds are used for road maintenance, paving, sidewalks, drainage, and other street improvements. For FY 2014-2015, funding allocated for these purposes was \$116,000.

b. *C-Funds*

The State of South Carolina launched its “C Program” in 1946 for the purpose of paving dirt farm-to-market roads in the State system. Program funds, known as C-Funds, were initially derived from a 2.66 cent per gallon user tax on gasoline sales. Funds are deposited in the County Transportation Fund for allocation to counties through a formula based on the number of vehicles registered and road miles within each county. Beginning July 1, 2018, fund allocation increased by 0.3325 cent per gallon each fiscal year through 2021, when it will reach a target of 3.99 cents per gallon. This increase must be used exclusively for repairs, maintenance, and improvements to the state highway system. As part of the program, each county has a *County Transportation Committee (CTC)* with its members appointed by the County legislative delegation. The Committee has the authority to decide which transportation projects will be constructed or improved, including selection and approval of projects to be funded utilizing C-Funds.

C-Funds may be used for construction, improvements, or maintenance on the State highway system; local paving or improvements to county roads; street and traffic signs; and other road and bridge projects. Resurfacing, sidewalk construction, and drainage improvements may also be

accomplished with C-Funds. By law, counties must spend at least 25% of their apportionment of C-Funds on construction, improvements, and maintenance related to the state highway system, with the remaining 75% available for local transportation system projects. Pickens County received approximately \$1.3 million in C-Funds in FY 2012-2013.

The City of Clemson applied for and received C-funds for several large infrastructure projects including the Berkeley Drive Pedestrian Bridge and Multi-Use Path, improvements of U.S. Highway 123 at Gateway Village, emergency storm water repairs, and safety improvements at Issaqueena Trail and Cambridge Drive. The C-funds used for these projects varied from year to year and ranged from \$62,800 to \$970,000 per project.

c. Large Urban Transportation Programs

Roads and transportation-related facilities are a critical resource for local governments. As the designated transportation planning organization for the Greenville Urbanized Area, GPATS is responsible for carrying out the transportation planning process for portions of Greenville, Spartanburg, Anderson, and Pickens Counties. The primary responsibilities of GPATS in this role include:

- Develop a *Long Range Transportation Plan* (LRTP) to provide the 25-year transportation vision for the rural area;
- Develop a *Transportation Improvement Program* (TIP), which is the agreed upon list of specific projects for which federal funds are anticipated; and
- Develop a *Planning Work Program* (PWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the *Rural Long-Range Transportation Plan*.

The *2014-2019 Transportation Improvement Program* (TIP) for the GPATS MPO was amended in June 2014. The TIP includes all projects in the region approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the SCDOT Commission. The TIP outlines a six-year program of transportation capital projects along with a concurrent six-year estimate of transit capital and maintenance requirements. The TIP contains all FHWA and FTA transportation projects slated within the GPATS MPO that will use federal, state, and local funds within the next six years. The proposed projects represent priority regional needs identified through the comprehensive transportation planning process. The most current version of the TIP is available on the GPATS web site at <http://www.gpats.org/>.

Based on current funding levels that are subject to change, it is anticipated that GPATS will receive approximately \$18.1 million in *Guideshare* funding annually for the Greenville UZA (portions of Greenville, Spartanburg, Anderson, and Pickens Counties) in the coming years. There were no *Guideshare* funds allocated to the Clemson area for 2014 through 2019, given that Clemson roadway projects in the long range transportation plan do not rank as an immediate need compared with other planned roadway projects in the Greenville UZA.

The TIP also allocates money for public transit systems. In the GPATS TIP for fiscal year 2013, \$5.5 million was allocated for public transit projects in the Greenville Urbanized Area. This funding is divided between Greenville Transit Authority and Clemson Area Transit based on a formula that takes into consideration passenger miles, population and population density of the area served, and unlinked passenger trips.

d. Transportation Alternatives Program

The GPATS TIP also includes other federally funded, non-vehicular roadway projects allocated through the U.S. Department of Transportation’s *Moving Ahead for Progress in the 21st Century Act* (MAP-21) *Transportation Alternative Program* (TAP). The GPATS TIP called for an estimated \$800,000 in funding for transportation alternative projects in the Clemson area from 2013 through 2015. To be eligible for TAP funding, projects must fall under one or more of the following activities: pedestrian facilities and bicycle facilities, streetscaping improvements, and Safe Routes to School activities. With the intent to allocate TAP Funds to as many communities as possible, funding is limited to \$400,000 for each project located in areas such as Clemson that are outside of Transportation Management Areas. In 2013 GPATS was awarded TAP funding through 2017 and created a competitive grant system to award TAP dollars to member jurisdictions. The City of Clemson partnered with the Pickens County Transportation Committee to fund a new multi-use pedestrian bridge on Berkeley Drive over U.S. Highway 123. The City of Clemson was able to leverage \$800,000 in TAP funding to construct the pedestrian bridge and a multi-use path from the bridge to Clemson Elementary School.

C. NOTIFICATION AND COORDINATION

As required by the provisions of the *South Carolina Priority Investment Act*, the City of Clemson notifies and coordinates with adjacent jurisdictions and relevant agencies when recommending projects for the expenditure of funds for public infrastructure and facilities as appropriate. Copies of the Priority Investment element are made available for external organization review and comment as needed.

Representatives from applicable City departments also participate in the development and review of the Priority Investment Element. In addition to providing capital improvement programming and project details, City staff conduct the initial review and revision of the *Priority Investment Element*.

D. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Priority Investment Element Vision			
<i>“The City of Clemson strives to build a sustainable future by promoting the provision of public services in a timely, equitable, and fair manner through the prioritization of needs, development of partnerships, and inter-jurisdictional coordination.”</i>			
Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Status
Goal XI.1. Identify and prioritize public infrastructure and facilities needs.			
Objective XI.1.1. Review and update public infrastructure and facilities needs and priorities.			
<u>Strategy XI.1.1.1.</u> Conduct a periodic review of public infrastructure and facilities needs.	City of Clemson	Ongoing	
<u>Strategy XI.1.1.2.</u> Prioritize identified public infrastructure and facilities needs within the City.	City of Clemson	Ongoing	
<u>Strategy XI.1.1.3.</u> Coordinate with adjacent jurisdictions and relevant agencies regarding public infrastructure and facilities needs, the prioritization of these needs, and funding partnership opportunities.	City of Clemson Adjacent Jurisdictions Relevant Agencies	Ongoing	
Objective XI.1.2. Support adjacent and relevant jurisdictions and agencies in planning for future public infrastructure and facilities needs.			
<u>Strategy XI.1.2.1.</u> Support and participate in the efforts of Pickens and Anderson counties in planning for future public infrastructure and facilities needs.	City of Clemson Pickens County Anderson County	Ongoing	
<u>Strategy XI.1.2.2.</u> Support and participate in the efforts of adjacent and relevant jurisdictions in planning for future public infrastructure and facilities needs.	City of Clemson Pre-K-12 Schools Higher Education Transportation Agencies State and Federal Agencies Non-profit Organizations Economic Development Aging and Social Services Health Care Providers	Ongoing	
Goal XI.2. Pursue funding and partnerships to support identified public infrastructure and facilities needs.			
Objective XI.2.1. Continue to maximize existing resources to fund needed public infrastructure and facilities.			
<u>Strategy XI.2.1.1.</u> Continue to allocate funding for appropriate capital facilities needs through the City budgeting process, as appropriate and feasible.	City of Clemson	Ongoing	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Status
Objective XI.2.2. Continue to explore and evaluate alternative methods of securing revenue and leveraging existing funds to meet public infrastructure and facilities needs.			
<u>Strategy XI.2.2.1.</u> Seek additional funding opportunities from federal, state, and local granting agencies and private sources for needed public infrastructure and facilities needs.	City of Clemson	Ongoing	
<u>Strategy XI.2.2.2.</u> Leverage existing resources to provide matching funds for grant opportunities.	City of Clemson	Ongoing	
<u>Strategy XI.2.2.3.</u> Seek opportunities to partner with appropriate agencies and jurisdictions on grant and other funding opportunities to strengthen proposals and reduce overhead costs and duplication of effort.	City of Clemson Relevant Agencies/Jurisdictions	Ongoing	
<u>Strategy XI.2.2.4.</u> Explore the possibility of applying for and utilizing C-funds for eligible transportation projects in the City.	City of Clemson	Ongoing	
<u>Strategy XI.2.2.5.</u> Explore additional funding opportunities for Clemson Area Transit.	City of Clemson		
Objective XI.2.3. Collaborate and partner with other local governments and relevant agencies to meet public infrastructure and facilities needs.			
<u>Strategy XI.2.3.1.</u> Seek partnership opportunities with Pickens and Anderson counties and other adjacent jurisdictions and relevant agencies to meet public infrastructure and facilities needs.	City of Clemson Pickens County Anderson County Adjacent/Relevant Jurisdictions Relevant Agencies	Ongoing	
<u>Strategy XI.2.3.2.</u> Encourage public/private partnerships to facilitate the provision of needed public infrastructure and facilities.	City of Clemson Pickens County Anderson County Relevant Agencies	Ongoing	
<u>Strategy XI.2.3.3.</u> Encourage the use of the City’s infrastructure reimbursement program for the provision of needed public infrastructure and facilities.	City of Clemson	Ongoing	

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion	Status
Goal XI.3. Coordinate with adjacent jurisdictions and relevant agencies in planning for capital improvements.			
Objective XI.3.1. Notify and coordinate with adjacent and relevant jurisdictions and agencies when recommending projects for the expenditure of funds for public infrastructure and facilities.			
<u>Strategy XI.3.1.1.</u> Coordinate with adjacent jurisdictions and relevant agencies on updates to City of Clemson <i>Priority Investment Element</i> .	City of Clemson Planning Commission Adjacent/Relevant Jurisdictions Relevant Agencies	Ongoing	
<u>Strategy XI.3.1.2.</u> Review relevant existing plans from adjacent jurisdictions and relevant agencies when considering and recommending public infrastructure and facilities projects that require the expenditure of public funds.	City of Clemson	Ongoing	