

MINUTES
GPATS POLICY COORDINATING COMMITTEE
February 23, 2026
County Square – Council Chambers
10:00 a.m.

In-person and remote participation by Committee members

MEMBERS PRESENT: Chairman Senator Turner, Vice-Chairman Mayor McLeer, Senator Elliott, Senator Rice, Representative Beach, Representative Collins, Councilor Bradley, Councilor Collins, Councilor Saitta, Councilor Seman, Commissioner Christopher, Commissioner Metcalf, Mayor Amidon, Mayor Danner, Mayor Merritt, Mayor Shewmaker, Mayor Talbert, GTA Chair Sean Rusnak, and Keith Brockington.

OTHERS PRESENT: P. Butler, J. Chandler, B. Conner, S. Davis, B. DeRoos, E. Dillon, M. DiPietro, L. Estep, W. Flake, M. Fleming, M. Frixen, T. Galloway, M. Groves, C. Hill, V. Holmes, A. Ikein, S. Jackson-Amell, C. Link, B. Mattox, K. Moreland, B. Olson, C. Owens, A. Stewart, R. Tolson, R. Wallace and B. Wilson.

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Chairman Ross Turner called the meeting to order at 10:06 a.m. and welcomed the new members:

Max Metcalf, Chairman of SCDOT
Sean Rusnak, GTA Chairman
Andrea Wagner, Mayor of Liberty

PUBLIC COMMENT

There were no individuals signed up for public comment.

While awaiting a quorum, Chairman Turner began with the SCDOT informational portion of the agenda.

SCDOT PROJECT STATUS UPDATE

Megan Groves, Lead Program Manager with SCDOT, addressed Committee members with an update on projects summarized below.

- Upcoming projects were as follows:
 - Garlington Road – Feasibility Report Complete. Consultant selected is AECOM and negotiations are underway.
 - Pelham Road & Haywood Road intersection and Pleasantburg Drive & Rutherford Road intersection – Project scope to be reviewed with City of Greenville for recommendations in moving forward with consultant firm. Currently in PE. These two intersections will be packaged together.
 - Mauldin Golden Strip Greenway – Shared Use Path in Mauldin from Innovation Drive o Butler Road currently in PE. Project was approved in STIP in December 2025 and will be designed in house with a current let date of FY2028.

- East Butler Road – Utility relocations are ongoing. Plans are to let this project in summer 2026. Once contractor has been chosen, SCDOT plans on updating the public on this particular project.
 - Woodruff Road Congestion Relief – There are four remaining tracts for right of way to be complete. Utility coordination is the critical path right now. Construction anticipated in spring of 2027. A presentation will be made later in this meeting to update all on costs.
 - SC-183 Corridor Improvements – A presentation on this project is also planned for later in this meeting. Two separate projects: one is Greenville County side and the other is Pickens County side and they are on independent timelines. Traffic analysis is underway.
 - SC-183 & Jameson Road intersection – Traffic signal recommended. There have been some accidents at this intersection and SCDOT is planning to implement an all way stop until signal can be installed.
 - Town of Central Connector – Final plans are complete. Construction anticipated summer 2026.
 - Multi-use trail along Bryson Drive and Bryson Heights Drive (UGATA) – Conceptual plans developed and will continue coordination with UGATA. Preliminary design is underway. Current let date is December 2027.
 - West Georgia Road – All construction work completed in December and final inspection was held on January 15, 2026.
 - Church Street Bridge – Currently in stage three of four. In March, due to events expected to bring in heavy traffic in Greenville, bridge will be fully opened. Then on May 1, a six-week closure will begin.
 - S-250 Hester Store Road over Machine Creek – Contract awarded to Kemp Sigmon Construction Co. Inc. Construction will begin soon and estimated completion date is May 2027. There is currently a temporary bridge in place
 - S-149 West Faris Road over Brushy Creek – Right of Way phase has begun and construction plans are being developed. Expected let date is June 2026.
 - S-277 Lay Bridge Road over Twelve Mile Creek (Closed Bridge) – Right of way plans under development with obligations in spring 2026 and construction anticipated in the spring of 2027.
 - US-276 over North Saluda River – Scope negotiations on-going with selected consultant with construction anticipated in FY2028.
 - S-507 over Langston Creek (Closed Bridge) – Right of way acquisitions on-going with final design underway. This is a proposed re-alignment and construction is anticipated in FY2027.
- Design Build Bridge Package 16:
 - SC-183 over Gregory Creek
 - SC-183 over Twelve Mile Creek
 - SC-124 over George’s Creek
 - SC-123 over George’s Creek

All four bridges are replacements and contract awarded to Palmetto Infrastructure, Inc. The two SC-183 bridges were opened to traffic in November 2025. SC-123 Bridge shifted traffic in January 2026. Completion is expected in fall 2026.
 - Design Build Emergency Bridge Packages 30 and 31:
 - Dill Road over Middle Tyger River – Project is complete.
 - Hudson Street over Reedy River – Construction completion February 2026.

- West Washington over Reedy River – Construction completion spring 2026.
- Safety Improvements:
 - Gap Creek Road & Gary Armstrong Intersection Improvements – Single lane roundabout with estimated completion date in September of this year.
 - US-25 & US-25 Connector Intersection Improvements – Continuing green T intersection signalized with construction anticipated to begin in April 2026. Estimated completion date is August 2026.
- Corridor Safety Improvement Projects:
 - US 29 Wade Hampton Boulevard – Safety improvements include sidewalks. Project award to Palmetto Corp. of Conway. Contractor began work in January 2026 with estimated completion date in July 2027.
 - SC-183 Cedar Lane Road/Pete Hollis Boulevard – safety improvements including street lighting. Also awarded to Palmetto Corp. of Conway. Expected to begin work in March 2026 and completion date expected is August 2026.
- Vulnerable Road Users (Section Corridor Improvements):
 - River Street/Richardson Street – Draft traffic reports and conceptual plans in development, further coordination with City of Greenville to come. Expected let date is early 2027.
 - US-29 Wade Hampton Boulevard – Traffic report is complete and preliminary plans are under review. Expected let date is November 2026.
 - US-276 Poinsett Highway – Draft traffic reports and conceptual plans in development, further coordination with City of Greenville to come. Expected let date is early 2027.

Ms. Groves made herself available for questions.

Since none were voiced, Chairman Turner asked for confirmation that a quorum had been reached.

Mr. Brockington confirmed yes.

Senator Rex Rice asked for clarification on the costs of two different projects. First, the SC-183 widening project previous cost estimates, amount that has been spent as of today, and the projected total costs. Senator Rice asked for these numbers on the Woodruff Road Congestion Relief project also.

Ms. Groves said she plans on giving a presentation on Woodruff Road Congestion Relief today and would detail projected costs at that time. She added that she does not have quite the same amount of detail on the SC-183 project.

Senator Rice asked that Ms. Groves cover all that she can pertaining costs in the next presentations.

SC-183 (FARRS BRIDGE ROAD) TRAFFIC REPORT

Ms. Groves began the presentation stating this traffic report stemmed from the recent questions at a previous GPATS meeting on how traffic data is collected and evaluated in this corridor improvement project.

Ms. Groves explained the corridor study on SC-183 includes 2.59 miles on the Greenville County side and 6.06 miles on the Pickens County side. The roadway classification is Urban – Minor Arterial. SCDOT looked at traffic counts and volume counts.

Traffic counts were collected at each intersection during peak hours (7 a.m. - 9 a.m., 11 a.m. – 1p.m., and 2 p.m. – 6 p.m.) from a total of 35 intersections.

Ms. Groves said the volume counts were collected at seven locations between intersections along the corridor for a total of seven days. These volume counts were taken at the end of October and compared to the historical data SCDOT already has. Ms. Groves explained the historical traffic counts from SCDOT go back about 15 years. The recent data collected compared to historical data, gives SCDOT a way to predict future traffic and volume counts.

Turning movement counts were collected via traffic cameras placed at the intersections to record vehicle movements and data is sent to a processing center to generate specific information for each traffic movement. She explained this method is more efficient for collection along a large corridor like SC-183. Ms. Groves said the volume counts were recorded via pneumatic tubes.

Ms. Groves explained the historical growth rate is calculated when a regression analysis is performed on historical count data to determine a historical growth rate, which turned out to be 3.4% for this corridor. The existing turning movement count and volume data are projected to future traffic volumes using the historical growth rate.

Ms. Groves continued with vehicle speeds data that was gathered from Streetlight which utilized “big data” to determine travel patterns, vehicle speeds, etc. and the results show the 85th percentile speed is roughly 54-55 mph for the entire corridor. The roadway segments level of service is determined by traffic volumes, vehicle speeds, density of driveways/intersections, signal spacing, roadway characteristics, and presence of turning lanes. Ms. Groves went on to explain the intersection level of service is determined by intersection control (stop, yield, signal), traffic volumes, signal timing, roadway characteristics, and presence of turn lanes. In her visual presentation, the levels of service are shown as A (free flow), B (stable flow with minor delays), C (stable flow with higher volumes), D (stable flow with volumes near capacity), E (unstable flow with considerable delays and volume at or slightly over capacity), and F (forced flow with very low speeds, volumes exceed capacity, long delays, with stop-and-go traffic).

Ms. Groves showed existing roadway segment (LOS) levels of service and Year 2054 (without improvements) for comparison:

Existing Roadway Segments Levels of Service

SC 135 to Jameson Road = LOS D
Jameson Road to Groce Road = LOS E
Groce Road to US 25 = LOS B

Year 2054 without improvements

SC 135 to Jameson Road = LOS E/F
Jameson Road to Groce Road = LOS F
Groce Road to US 25 = LOS F

Ms. Groves explained intersection operations assessment where traffic volumes are input into traffic modeling software to estimate existing and future operational performance. The goal is to have no failing movements and to have the overall intersection level of service D or better in all scenarios.

Ms. Groves asked if there were any questions on this presentation.

There was some general discussion on levels of service and how the visual displays being shown, along with explanations, made the corridor improvement data more understandable.

WOODRUFF ROAD CONGESTION RELIEF (WRCR) PROJECT UPDATE

Ms. Groves prefaced this presentation by stating that the WRCR project is in the final stages and that SCDOT now has a general idea of the quantities needed to complete it. Ms. Groves said this presentation comes with a caveat: this is not the final cost, and things are expected to change. She said once the project gets to letting, SCDOT will get an engineer's estimate, but now is a good time to look at the figures because they will impact the GPATS final budget.

Ms. Groves said the current TIP (for all stages combined) shows a \$128.5 million cost, including \$79.4 million in State Infrastructure Bank funds and a local match. The estimated future cost for all phases of the project, including final plan quantities from the construction plans, is now \$277.5 million. She stated that PE (Preliminary Engineering) was relatively small, so she plans to skip breaking down that phase and begin with the right-of-way.

Ms. Groves explained the right-of-way cost estimated in January 2023 was \$43.3 million, but the future cost is more like \$75 million. She explained the increases are due to rising property values, developments beyond initial estimates, and remaining condemnation costs. Ms. Groves explained that the \$75 million is just an estimate. She said that out of 108 tracts, 58 are condemnations.

Next, Ms. Groves went to the construction phase. The cost in the TIP (which aligns with the State Infrastructure Bank Agreement executed in February 2023) is \$80.4 million, and the estimated future cost is now \$194.5 million. Ms. Groves said the impact on construction costs is complex, and the anticipated Woodruff Road Congestion Relief project is expected to increase by approximately 143%. She compared this to the I-95 widening from Georgia to Point South, an increase of 132%; I-26 between Charleston and Columbia, an increase of 50%; and the Carolina Crossroads increase, expected to be 33%. She said the construction cost is not just the road, and the breakdown includes utilities, railroad, and CE&I (Construction, Engineering, and Inspection). The utilities alone on this project are expected to cost \$22.5 million (water and sewer at \$17 million, electric at \$5 million, and fiber at \$0.5 million). Railroad is expected to cost \$5 million (new crossing on Parallel, improvements on Miller Road, two upgraded warning devices on other crossings, and one crossing closure). CE&I typically accounts for 13% of total construction cost, and a CE&I firm will be hired to oversee construction.

Ms. Groves described the elements that go into the roadway construction estimated at \$115.8 million to be lump sum items = \$30 million, fill material = \$12 million, pavement = \$23 million, storm drainage = \$16 million, lighting and pedestrian features = \$11.8 million, walls and backfill = \$17.5 million, and erosion control and miscellaneous = \$5.5 million.

Ms. Groves said the bridge construction costs of \$21.3 million include the bridge over I-85 = \$6.9 million (256' prestressed concrete bridge) and the bridge over I-385 at \$14.4 million (391' steel girder bridge).

Senator Rex Rice asked what the estimated total cost of this project was when the State Infrastructure Bank agreement was made.

Keith Brockington, GPATS Transportation Manager, replied that the projected cost was \$123- \$124 million, and that was the figure that first emerged from the NEPA (National Environmental Policy Act) phase, completed in 2017. He added that it was the best number we had at that time, but that was before

the full right-of-way plans or the full construction plans were complete, and it was expected to increase. Mr. Brockington explained that at this time, we are not in a position to re-approach the State Infrastructure Bank and that Greenville County has also given a generous match, so the only resources available right now are GPATS funds.

Senator Rice asked if the future costs of \$277 million are more than double the amount originally allocated, and now “GPATS is on the hook” for all that additional cost.

Mr. Brockington replied, Yes, that is correct.

Senator Rice asked whether it is a fair statement that any upcoming projects will now be pushed even farther into the future.

Mr. Brockington replied that it is a fair statement that GPATS and SCDOT needs to review the program. He added that GPATS was anticipating cost overruns and has kept a fairly sizable balance for that reason. He said there are ways to avoid project delays by using advanced construction and spreading the costs over a number of years. Currently, there isn't much under construction, so there isn't much to delay. Mr. Brockington said, for instance, that we know we are not going to delay the Butler Road project, as it is the number one priority, and the SC-183 project is still very early in its engineering, so it is hard to predict the impact these cost increases may have on that particular project. Mr. Brockington added the upcoming projects: two other intersection projects that Megan mentioned in the update (located in the City of Greenville) and the Garlington Road project would not face any cost delays as they are farther out in the future and also really early in the process.

Senator Rice asked what numbers the SIB application was based on for the SC-183 project.

Mr. Brockington replied with just under \$100 million. Currently, the GPATS portion is the Greenville County side of the project, and those figures are much lower than the Pickens County side. Regarding the Pickens County side, it is currently funded by SIB and Pickens County only. He said GPATS was originally going to partner with them.

Senator Rice asked whether GPATS will cover the overruns on the Pickens County side of the project.

Mr. Brockington explained that the full scope of the project is still being studied, but that was the initial thought. He added that the projected cost increases have not yet been determined.

Ms. Groves stated she had reached out to obtain a “worst-case scenario” on cost increases for the SC-183 project, so that further discussions will have that information available in the future.

Senator Rice said if the cost increases for SC-183 continue as they have for the WRCR project and double, those increases will have a significant impact on all involved. Senator Rice said he wanted to be sure that the SC-183 project isn't over-designed or under-designed, and the costs are being monitored.

Senator Rice asked whether the SIB funding is affected by any design changes to the project.

Ms. Groves replied that the original SIB application called for a four-lane divided section, so further conversations with the SIB Board will be needed if there are any major design changes.

Discussion ensued about construction cost increases, other projects' funding, meetings/workshops between SCDOT and GPATS to look at how the increases impact the GPATS program, potential delays in other projects, how construction costs can better be spread out across a few years, and GPATS plans on having all the funding settled by the April Study Team meeting.

Mr. Brockington reiterated that this discussion was intended to inform the Policy Committee in advance of potential cost increases, so as not to blindside the Committee. He added that the planners at SCDOT are working through the options GPATS has to minimize the impact on the program and on project funding.

Mayor Terry Merritt, City of Mauldin, stated that secondary roads must have the same priority as the major corridors, and that there will be problems ahead for projects using traffic data from studies done in 2008 or 2010, which may not reach construction for many years. Mayor Merritt said the process itself is terrible.

Mayor Brandy Amidon, City of Travelers Rest, said she understands that eventually GPATS will have to decide on delaying or stretching out other projects to cover the WRCR project and she wonders if there is a way to show citizens and other interested parties the advantages, benefits, or ROI of putting all this funding towards WRCR project and what about the many, many other projects. She said we should all look at it as a whole, focusing on how this one project will benefit other areas.

Discussions ensued in regards to projects, the new ranking of projects for the upcoming GPATS Long-Range Transportation Plan, the traffic studies and needs previously proven for the WRCR project, the congestion already evident on this project, the clogging up of secondary roads around Woodruff Road, the improved level of service expected once the project is complete, and the effect that will have on multiple roads intersecting with Woodruff Road.

APPROVAL OF THE OCTOBER 27, 2025 POLICY COMMITTEE MEETING MINUTES

Having reached a quorum, Chairman Turner asked if anyone had any amendments to the minutes. None were voiced.

MOTION: By Mayor McLeer, seconded by Mayor Merritt, to approve the October 27, 2025 minutes as presented. The motion carried unanimously by voice vote. There were no objections.

POLICY COMMITTEE ELECTIONS

Chairman Turner opened the floor to nominations for GPATS Chairman.

Mayor Merritt nominated Senator Ross Turner for Chairman. No other nominations were voiced.

MOTION: By Mayor Merritt, seconded by Commissioner Metcalf, to approve Senator Ross Turner as GPATS Chairman. The motion carried unanimously by voice vote. There were no objections.

Chairman Turner opened the floor to nominations for GPATS Vice-Chairman.

Mayor Merritt nominated Mayor G.P. McLeer for Vice-Chairman. No other nominations were voiced.

MOTION: By Mayor Merritt, seconded by Commissioner Metcalf, to approve Mayor G.P. McLeer as GPATS Vice-Chairman. The motion carried unanimously by voice vote. There were no objections.

GPATS TMA FINAL CERTIFICATION REPORT

Mr. Brockington presented findings on GPATS TMA (Transportation Management Area) Final Certification stating that the MPO (Metropolitan Planning Organization) is now certified for another four years. Mr. Brockington pointed out the full review and certification report is available at www.gpats.org and a copy of the federal certification review letter was included in the meeting agenda packet.

Mr. Brockington made himself available for questions.

GPATS FY2025-2034 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AC #8

Keith Brockington addressed members on the TIP Amendment AC#8 reminding them the financial statement is included in today's Agenda Packet.

The following changes are being made to the TIP:

- Update Butler Road Project – per SCDOT to align STIP and TIP
 - CON FY 2026 = \$14.5 mil
 - CON AC FY2026 = \$25.5 mil
 - CON ACC FY2027 = \$12.75 mil
 - CON ACC FY2028= \$12.75 mil
- Corridor Study – I-85 South US 29 (Exit 34) to North SC-85 (Exit 69)
 - Amount provided by SCDOT - \$1.2 mil Planning
- I-85 Widening from near SC 153 (Exit 40) to near SC-85 (Exit 69)
 - Reduce \$10 mil CON to \$0
 - Reduce \$714.5 mil CON AC to \$0
 - Reduce \$704.5 mil CON ACC to \$0
- Intersection Improvement – SC 290 (Locust Hill Road) / S-173 (Tigerville Road)
 - Reduce \$75,000 ROW to \$0
 - Reduce \$2.25 mil CON to \$0
- Brooks Avenue Bridge Replacement
 - Increase \$3.8 mil CON to \$6 mil
- Town of Central Pedestrian /Bridge Connector
 - Add \$500,000 CON (ARC funding)
- Multiple County Pavement Projects FY2028-FY2033 also place funds in FY2024-FY2027

- Carbon Reduction Program Projects
 - Expanded Traffic Signal Video Detection - City of Greenville \$660,000
 - SC 80 and South Buncombe Street - District 3 \$400,000
 - South Buncombe Road Timing and Communication – District 3 \$310,000
 - City of Greenville TMC Operator - \$101,000
 - SC-183 Communication – Sulphur Springs/Eunice/W Parker – District 3 \$440,000
- State Mass Transit Funds (SMTF) to GTA/Greenlink for \$205,984 (FY2025)
- Award \$70,896 FTA Section 5310 funds to GTA/Greenlink to avoid lapsing
- FTA Section 5310 GTA/Greenlink FY2024 - \$306,652 (Capital)
- FTA Section 5310 GTA/Greenlink FY2025 - \$365,000 (Capital)
- FTA Section 5339 GTA/Greenlink FY2025 - \$3,304,336 (Capital)
- Flex Funds for GTA/Greenlink – Federal \$1.6 mil and State \$404,200

Mr. Brockington stated this TIP Amendment was advertised from February 1 through February 23 and the Study Team reviewed the amendment and suggested approval by consensus without objection.

Mr. Brockington made himself available for any questions.

MOTION: By Mayor McLeer, seconded by GTA Chair Rusnak, to approve FY2025-2034 AC#8 Transportation Improvement Program as presented. The motion carried unanimously by voice vote. There were no objections.

OLD BUSINESS

There was no old business to be discussed.

NEW BUSINESS

GPATS HORIZON2050 LONG-RANGE TRANSPORTATION PLAN (LRTP)

Mr. Brockington announced that Greenville County Procurement has entered into a contract with HDR Inc., and that the Long-Range Transportation Plan is now officially underway. Mr. Brockington explained that the process normally takes approximately 18 months, but this LRTP can be completed swiftly and efficiently in a shorter time frame. He said there will be several public meetings in May and July, an online survey, and an online engagement platform. Mr. Brockington asked everyone to watch for email blasts, GPATS social media announcements, and the potential for QR placards as a way for municipalities to share information and encourage participation. Mr. Brockington also mentioned that this is a way for GPATS to reprioritize project rankings and identify fiscally restrained projects for the next twenty-five years. Public engagement meetings are planned in Greenville, Greer, Travelers Rest, Simpsonville, Easley, and Powdersville.

2026 TAP PROGRAM – CALL FOR PROJECTS

Mr. Brockington announced GPATS is issuing a 2026 Transportation Alternatives Program Call for Projects and now has \$901,271 available. Applications can be found on www.gpats.org and are due by March 13, 2026.

FTA SECTION 5310 – CALL FOR PROJECTS

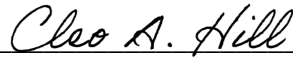
Mr. Brockington said GPATS Call for Projects for the FTA Section 5310 is open and the amount available is \$182,500. Applications can be found on www.gpats.org and will be open until the funds are exhausted.

Chairman Turner asked if there were any questions or comments. None were voiced.

ADJOURNMENT:

Without objection, Chairman Turner adjourned the meeting at 11:26 a.m.

Respectfully Submitted:



Recording Secretary

Cleo A. Hill