

**MINUTES
GPATS STUDY TEAM COMMITTEE**

April 13, 2026

Greenville County Square – Council Chambers

10:00 a.m.

In-person and remote participation by Study Team members

MEMBERS PRESENT: Austin Booth, Keith Brockington, Draper Carlile, Ben DeRoos, David Dyrhaug, William Flake, Heshia Gamble, Megan Groves, Shannon Herman, Cleo Hill, Asangwua Ikein, Jason Knudsen, Diane Lackey, Skip Limbaker, Clint Link, Heather Lollis, Jay Martin, Berry Mattox, Todd Oswald, Archit Patel, Leah Quattlebaum, Jim Walden, and Kurt Walters.

OTHERS PRESENT: K. Allen, S. Davis, L. Estep, , B. Groel, T. Galloway, C. Hill, L. McGoogin, and R. Tolson.

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Keith Brockington, GPATS Transportation Manager, welcomed everyone in attendance and called the meeting to order at 10:07 a.m.

Diane Lackey, SCDOT Transit Operations Program Manager, introduced Mr. Archit Patel, saying as he will be the Transit Program Manager beginning May 1.

GPATS PROJECT STATUS UPDATE

Megan Groves, Program Manager with SCDOT, addressed members with status updates on the following projects.

- Guideshare projects in construction were as follows:
 - Woodruff Road Congestion Relief – right-of-way (ROW) acquisition is underway, approximately 96% complete. Utility and railroad coordination is current critical path. Possibly phasing construction contract for clearing and grubbing package with tentative let date in December 2026.
 - S-107 Butler Road – Duke Energy working on utility relocation and are projecting completion in fourth quarter of 2026. Tentative let date is August 2026.
 - Garlington Road – Negotiations currently paused awaiting further funding discussions.
 - SC-183 & Jameson Road intersection – ROW negotiations are currently ongoing and final design plans are progressing. Temporary all way stop has been implemented at the intersection. Expected let date is November 2026.
 - Pelham Road & Haywood Road intersection and Pleasantburg Drive & Rutherford Road intersection – Project scope to be reviewed with City of Greenville and awaiting future funding discussions.
 - SC 183 Corridor Improvement – Greenville side of the project. Preliminary design is underway. Awaiting future funding discussions.
 - Mauldin Golden Strip Greenway – Shared Use Path in Mauldin from Innovation Drive to Butler Road currently in PE. Project was approved in STIP in December 2025. Working with City of Mauldin on scope and awaiting future funding discussions.

- TA Programs were as follows:
 - Town of Central Connector – Currently in construction with estimated completion date November 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.
- Federal Earmark project:
 - West Georgia Road – All construction work completed in December and final inspection was held on January 15, 2026.
- Non-Guideshare projects:
 - SC 183 Corridor Improvement – Pickens side of the project is being developed with the Greenville County side that was mentioned earlier (under guideshare updates). This portion of the project has the same update as the Greenville portion. Contract for design services was executed August 2025. Preliminary design is underway. Revisiting traffic growth rates as Pickens County is limiting development north of SC 183. Project possibly impacted by future funding discussions.
- SCDOT Bridges (non-guideshare) updates included:
 - US-29 Church Street – Currently in stage three of four of construction. Final stage will take place on May 1st with a six-week closure as crews perform the hydro demolition of the bridge deck to prepare it for new concrete overlay.
 - S-250 over Machine Creek – Contract awarded to Kemp Sigmon Construction Co. Inc. Contractor to begin clearing and grubbing in the upcoming weeks.
 - S-149 over Brushy Creek – ROW phase has begun and construction plans are being developed. Expected let date is October 2026.
 - US-276 over North Saluda River – Carolina TEA is the consultant that was selected and negotiations are underway. Current let date of FY2028.
 - S-277 over Twelve Mile Creek (Closed Bridge) – ROW plans under development with a current let date of FY2027.
 - S-507 over Langston Creek (Closed Bridge) – Parrish and Partners is the consultant that was selected. ROW acquisitions are ongoing and final plans have been reviewed and approved. Current let date is September 2026.
 - S-115 over Middle Tyger River – Contract awarded to Reeves Construction Company and project is complete and open to traffic.
 - S-80 over Reedy River – Contract awarded to Wright Brothers Construction Company, Inc. and project is complete.
 - S-147 over Reedy River – Contract awarded to Wright Brothers Construction Company, Inc. Construction is expected to be complete in the spring of 2026.
- Design Build Bridge Package 16:
 - SC-183 over Gregory Creek
 - SC-183 over Twelve Mile Creek
 - SC-124 over George’s Creek
 - US-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. US-123NB is complete and opened to traffic in January. US-123SB is expect to be completed in December 2026.

- Design Build Bridge Package 19:
 - S-40 over South Saluda River
 - S-102 over Armstrong Creek
 - S-310 over tributary to Richland Creek
 - S-94 over tributary to Enoree River
 - S-40 over Saluda Overflow
 - S-26 over tributary to Saluda River
 - All six bridges are replacements and contract awarded to E. S. Wagner Company, LLC. Plan development underway for Pace Bridge Road (S-40) with completion expected December 2026.
- Safety Improvements:
 - Gap Creek Road & Hampton Road Intersection Improvements – Contract awarded to S and S Construction, Inc. of Anderson with a completion date of September 2026. Contractor is placing the surface course and expecting full traffic to be open week of April 13th. Final pavement markings and final inspection anticipated by the end of April.
 - US-25 & US-25 Connector Intersection Improvements – Project awarded to Palmetto Corporation of Conway with a completion date of June 2026. Traffic signal work started the first week of April. Grading activities expected to begin before the end of April.
 - SC-183 Safety Improvements – Project awarded to Palmetto Corporation of Conway with a completion date of August 2026. Change order in process for adding overhead safety lighting. Contractor expected to begin work in August 2026.
 - US-29 Safety Improvements – Contract awarded to Palmetto Corporation of Conway. Construction start date has been delayed.
- Vulnerable Road Users (Section Corridor Improvements):
 - River Street/Richardson Street – Draft traffic reports and conceptual plans in development. City of Greenville reviewing concepts. 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, City of Greenville reviewing concepts. Schedule could move due to acquiring additional ROW.

Ms. Groves made herself available for questions.

Mr. Brockington mentioned signage for the closing of the Church Street Bridge saying the more advanced notice of closure, the better.

Mr. Brockington then moved on to the next agenda item, the FY2025-2034 TIP financial statement AC #9, noting that the first item to discuss should be the funding workshop GPATS held a couple of weeks ago and the funding options discussed. Mr. Brockington said there was a lot of good discussion during the workshop. He said GPATS may hold a funding workshop annually, seeing as how well it worked out.

Mr. Brockington stated that the Study Team does need to put forth a recommendation on the TIP amendment AC#9, which will include GPATS funding options discussed during the Financial Workshop. He then asked Ms. Groves to present a summary of items discussed during that workshop.

Ms. Groves began by explaining that the three main projects discussed during the workshop included updated cost estimates and the Butler Road project now has an estimated construction cost of \$40 million.

Ms. Groves continued with the Woodruff Road Congestion Relief (WRCR) project, which has an estimated ROW cost of \$75 million, an estimated construction cost of \$194.5 million, and a total estimate for all phases of \$277.5 million.

Next, Ms. Groves presented the estimated cost of the SC-183 project: \$14.5 million for ROW and \$57 million for construction. The Pickens County portion of the SC-183 project is now estimated at \$21.8 million (with the GPATS portion being \$15.8 million) for ROW, and the construction cost is estimated at \$122.5 million (with the GPATS portion being \$65.4 million). Ms. Groves stated that for all phases, the Greenville side of the SC-183 project totals approximately \$75 million (including the bridge), and the Pickens side totals approximately \$150 million.

Ms. Leah Quattlebaum, SCDOT Deputy Secretary for Planning, explained GPATS Program funding spreadsheet (which was displayed) outlining the major projects in the GPATS Transportation Improvement Program (TIP) and the updated cost estimates Ms. Groves just presented. The balances shown after updating costs show GPATS in the red for FY2027 through FY2033. Ms. Quattlebaum stated there is a requirement to stay in the black. You cannot have a TIP that is in the red. The larger projects do not have enough funding to cover them.

Ms. Quattlebaum said that if the larger projects are removed, with just Butler Road (which is going into construction very soon) and maintaining Woodruff Road Congestion Relief, as well as the intersection improvements at SC-183 and Jameson Road, the TIP is back in the black, but that requires a \$22 million advancement in FY2028. She explained the advancement has to be repaid within a 4-year timeframe, so the presentation shows the payback reflected in FY2031. Ms. Quattlebaum summarized this scenario by saying that the three projects could advance to construction, but GPATS would have no funding for other projects until FY2032.

Mr. Brockington added that this is not a position GPATS wants to be in, but that it is a “perfect storm” economically right now, with costs increasing across the county and state, fuel prices, inflation, etc. He said everything across the state is 60% higher, and GPATS would have probably run into financial constraints even if these specific projects hadn’t experienced massive increases.

Mr. Brockington said there are a lot of projects that need to be delayed, and a lot that would have had delays anyway. For instance, the Garlington Road project hasn’t even entered the preliminary engineering phase yet, and really, that project doesn’t need to begin until WRCR is finished anyway, because Garlington Road is going to intersect Woodruff Road, and from a driver’s standpoint, both projects being under construction at the same time would be terrible. The two intersection projects: Haywood Road & Pelham Road, and N. Pleasantburg Road & Rutherford Road, both need some design work. Mr. Brockington believes these two intersection projects will be low-cost enough that they can be done very soon once GPATS balances are back in the black.

Mr. Brockington added that the other big project, SC-183, needs to be funded soon, as the South Carolina State Transportation Infrastructure Bank (SCTIB) funding (Pickens County side) already has \$67 million allocated to it, including SCTIB and Pickens County local funds. He said the primary cost of the Greenville County side of the project is due to the widening of the Saluda River Bridge. Mr. Brockington explained that if the scope of the Pickens County side does not include widening, the Greenville County side will also drop in cost because the bridge widening won't be needed if the road itself isn't widened. He said, although this does look bleak for the smaller projects, it is important to remember that the three larger projects are close to construction and higher up in priority. Mr. Brockington said he was encouraged by the workshop and the scenario Ms. Quattlebaum presented. He then opened the floor to questions and comments, reminding everyone that a recommendation needs to be passed on to GPATS Policy Committee.

Sam Davis, Project Manager for Upstate Greenways and Trails Alliance (UGATA), said he was also at the recent Financial Workshop and that his immediate feeling is general frustration. He asked whether the GPATS Policy Committee could vote to simply set the project down (WRCR).

Mr. Brockington asked Ms. Groves to display the presentation they have on the costs and impacts of delaying the project.

Mr. Davis asked if the presentation would explain delaying the project or just not finishing it at all.

Mr. Brockington said that there are consequences altogether different in both situations. Still, first he'd like to discuss the impacts and costs of delaying the project, and then talk about discontinuing it altogether.

Ms. Groves displayed a slide showing the impact of a ten-year delay while Ms. Quattlebaum explained the following:

- Temporary construction easements will expire resulting in additional time and cost to reestablish.
- Utility costs may rise due to upgraded and expanded facilities.
- Construction costs may rise to approximately \$240 million due to inflation.
- The level of service (LOS) at several intersections will begin to fail causing significant delays and safety concerns. As reflected in the initial traffic study, substantial delay is projected to occur at least to five major intersections during peak hours.
- If the project is terminated, it will require a payback of federal funding for Right of way expenditures.

Mr. Brockington stated that the National Environmental Policy Act (NEPA) process predicts that in 2045, the WRCR parallel is expected to run at a Level of Service (LOS) D, which is heavy but not terrible and Woodruff Road itself would be running at levels similar to what it ran at in 2013, which is better than anyone could hope. He said when the purpose and need is established by SCDOT and approved by the federal agencies, that purpose and need does not go away if the project is cancelled. Mr. Brockington added that GPATS Long-Range Transportation Plan (LRTP) prioritizes projects, and the purpose and need of this particular project will continue to show up as a much-needed, high priority

project. The biggest problem with discontinuing the project altogether is that it will remain a high priority and, in the future, costs will be even higher than they are today. The other thing to keep in mind is the local match, or the 20% state match, and having to pay back that amount (if the project were terminated) would decimate the GPATS funding anyway.

Mr. Brockington explained the Manner of Recommendations as outlined in GPATS By-Laws: Consensus, Consensus with Objection, No Consensus (a significant Objection resulting in a split Recommendation shall be noted by the Chair and explained to the Policy Committee), and No Recommendation. Mr. Brockington also stated that the SC-183 project is not part of the TIP Amendment we are currently discussing, as those updated costs are not yet available.

Shannon Herman, Travelers Rest City Administrator, asked if it is typical to have a project that takes up all the funding for multiple years.

Mr. Brockington replied that it is not typical and he hasn't seen this happen before. He added that, as far as he knows, the WRRCR project is one of the largest guideshare projects (if not the largest) SCDOT has ever encountered. Mr. Brockington reiterated that this project is so close to construction that it only makes sense to delay the projects still in the preliminary engineering phase and complete this one, which is ready to begin construction.

Discussion ensued with different options and multiple scenarios.

Ms. Herman expressed her hesitancy to recommend unanimously and asked to be on the record as having an objection, mainly due to the five year, or more, pause on all other projects in order to fund the WRRCR project.

Recommendation: Mr. Brockington asked for members' approval to pass, as presented, the funding portion of the Woodruff Road Congestion Relief (WRRCR) project for the Transportation Improvement Program amendment AC#9, with an objection to the Policy Committee for their approval.

GPATS FY2025-2034 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AC #9

Keith Brockington addressed members on the remaining portions of the TIP Amendment AC#9 reminding them the financial statement is included in today's Agenda Packet.

The following changes are being made to the TIP:

- Update Project Speedway Local Access Road Project – per SCDOT to align STIP and TIP:
 - Shift \$3,000,000 Right of Way/Other Allocated Funds/ARC OAF funding from FY2026 to FY2027 and reduce from \$3,000,000 to \$391,436.
 - Add \$2,608,564.00 Right of Way/Local/Pickens County/LOC funding to FY2027.
 - Increase FY2027 Construction/Other Allocated Funds/ARC/OAF funding from \$7,303,000 to \$8,108,564.00
 - Decrease FY2027 Construction/Local/Local/LOC funding from \$805,563 to \$0.

- Remove Completed or Cancelled SCRTP Projects:
 - Nicholtown Mountain Bike and Hike Trails

- Conestee Park Mountain Biking
 - Green Crescent Trail (Gateway Park Connector)
 - The Pavilion Miniature Rail-Trail
 - Bolick/Cannon Trail
 - Green Crescent Trail (Clemson Park Loop)
 - Parallel Swamp Rabbit Trail in Unity Park
 - Gilder Creek Multi-Use Trail
- Remove Completed or Cancelled TA Projects:
 - Woodruff Road Sidewalks
 - Haywood Road Sidewalks
 - Brushy Creek Greenway
 - Update 2026 TAP Allocation - \$1,233,320
 - GTA/Greenlink FY2026 Apportionments
 - FTA Section 5307 – Greenville Urbanized Area - \$4,082,111
 - FTA Section 5307 – Mauldin/Simpsonville Area - \$3,087,090
 - FTA Section 5339 - \$318,946
 - FTA Section 5310 - \$575,872
 - Add New Safety/HSP Projects (Non-Guideshare) – per SCDOT
 - Corridor Improvements - SC 291 (N. Pleasantburg Dr)
MP 5.8 - 8.0 RSA
 - \$1,500,000 Preliminary Engineering - FY2026
 - \$1,000 Right of Way – FY2028
 - \$5,000,000 Construction – FY2029
 - Corridor Improvements – US 29 (Wade Hampton Blvd.)
MP 12 - 16 RSA
 - \$1,500,000 Preliminary Engineering - FY2026
 - \$1,000 Right of Way – FY2029
 - \$8,000,000 Construction – FY2030
 - Corridor Improvements – US 123 (Easley Bridge Road)
MP 2.6 – 4.9 Vulnerable Road Users
 - \$1,500,000 Preliminary Engineering - FY2026
 - \$1,000 Right of Way – FY2028
 - \$6,000,000 Construction – FY2029

Mr. Brockington stated this TIP Amendment is being advertised through May 18 (GPATS next Policy Committee Meeting).

Mr. Brockington made himself available for any questions.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the Transportation Improvement Program amendment AC#9 recommendation to the Policy Committee for their approval. No verbal objections or questions by consensus.

UNIFIED PLANNING WORK PROGRAM (UPWP) FINANCIAL SUMMARY FY2027

Mr. Brockington presented the UPWP FY 2027 Financial Summary, explaining that the allocation letter is in today's Agenda Packet. Although the UPWP Document and FY2026 Financial Summary have already been approved, the updated FY2027 Financial Summary needs to be approved as well. Mr. Brockington explained that no changes to the Special Studies are being made at this time.

Mr. Brockington made himself available for questions and reminded members that the entire UPWP FY2026-2027 Document is on the GPATS website at www.gpats.org.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the Unified Planning Work Program FY2027 Financial Summary, as presented, recommendation to the Policy Committee for their approval. No verbal objections or questions by consensus.

FTA SECTION 5310 FUNDING UPDATE

Asangwua Ikein, GPATS Transit Planner, presented an update on the FTA Section 5310 funds approved in October 2025 by the GPATS Policy Committee for Able SC. Mr. Ikein explained that although the funds have already been awarded, the FTA requires separate approval for projects with indirect costs. He displayed a chart showing all funds awarded, with the indirect costs highlighted.

Ms. Sandy Jordan, Vice President and Chief Community Integration Program Officer with Able SC, stated the \$9,671 Federal portion of the indirect costs was a federally negotiated rate with the Department of Health & Human Services. Ms. Jordan added that Able SC is matching that amount with its own \$9,671, bringing the total to \$19,342.

Mr. Brockington asked if anyone had any questions or comments.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the FTA Section 5310 funding update for Able SC, as presented, recommendation to the Policy Committee for their approval. No verbal objections or questions by consensus.

OLD BUSINESS

GPATS HORIZON 2050 LONG-RANGE TRANSPORTATION PLAN (LRTP)

Mr. Brockington updated members on the progress of the GPATS Horizon 2050 Long-Range Transportation Plan (LRTP), noting that all is going well and the existing conditions are now under review.

Brennan Groel, Transportation Planner with HDR, added that a working survey has been created for local jurisdictions to begin identifying the project areas that they would like considered in the GPATS LRTP. She explained that right now it is limited to three project lists per jurisdiction.

Mr. Brockington said the link for that survey will be sent out soon to GPATS Study Team members. He added GPATS is intentionally being cognizant of the number of projects so as not to have hundreds of projects this time, as we have had in the past. Mr. Brockington explained that is the reason for the limit of three projects per jurisdiction.

Mr. Brockington stated the first round of Public Meetings will begin in May and as soon as the exact days and times are decided, members will be notified.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) 2026 UPDATE

Mr. Brockington said GPATS issued a Call for Projects for the TA Program earlier this year, and no applications were submitted. He said GPATS has \$901,271 available for new projects. If anyone is interested but missed the deadline, please reach out to GPATS. Mr. Brockington said the funds that are not applied for this year will roll over to next year's Call for Projects.

Mr. Brockington announced Anna Stewart, Transportation Planner, has transferred out of GPATS to the Greenville County Subdivision Department, and her position will be posted soon. He asked if anyone knew of someone interested in that position; let them know there is a vacancy.

NEW BUSINESS

UPCOMING POLICY COMMITTEE MEETING

Mr. Brockington reminded everyone the upcoming Policy Committee meeting was moved from May 11 to May 18.

Mr. Brockington asked if anyone had any more questions or comments.

ADJOURN

Without objection, Mr. Brockington adjourned the meeting at 11:21 a.m.

Respectfully submitted:



Recording Secretary

Cleo A. Hill