

**MINUTES**  
**GPATS POLICY COORDINATING COMMITTEE**  
**May 12, 2025**

**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 Allen, Senator Elliott, Senator Rice, Representative Beach, Representative Collins, Representative Morgan, Representative Vaughan, Councilor Bradley, Councilor McGahhey, Councilor Saitta, Councilor Seman, Commissioner Christopher, Commissioner Metcalf, Mayor Danner, Mayor Merritt, Mayor Shewmaker, Mayor White, GTA Chair Amanda Warren, and Keith Brockington.

**OTHERS PRESENT:** T. Brown, J. Chandler, B. Conner, S. Davis, H. Gamble, L. Grate-Adams, M. Groves, C. Hill, A. Ikein, C. Link, B. Maddox, G. McMahon, B. Olson, S. Smith, and A. Stewart.

**CALL TO ORDER/WELCOME AND INTRODUCTIONS**

Vice-Chairman Mayor McLeer called the meeting to order at 10:00 a.m. and announced a quorum had been established. Vice-Chairman McLeer wished all a belated Happy Mother's Day. He explained that Chairman Senator Ross was attending a State Infrastructure Bank Meeting this morning and had asked him to cover the GPATS meeting.

**APPROVAL OF THE FEBRUARY 24, 2025 POLICY COMMITTEE MEETING MINUTES**

Vice-Chairman McLeer asked if anyone had any amendments to the minutes. None were voiced.

**MOTION:** By Mayor Shewmaker, seconded by Mayor Merritt, to approve the February 24, 2025 minutes as presented. The motion carried unanimously by voice vote. There were no objections.

**PUBLIC COMMENT**

There were no individuals signed up for public comment.

**SPECIAL ANNOUNCEMENT/RECOGNITION**

Vice-Chairman Mayor McLeer congratulated Mr. Keith Brockington, GPATS Transportation Manager, on twenty years with GPATS this month.

**SCDOT PROJECT STATUS UPDATE**

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

- Upcoming Projects:
  - Garlington Road Corridor Improvement – The Feasibility Study is complete. Funding approval in STIP, will start project specific selection to procure a consultant for design.

- Haywood & Pelham Intersection – Alternative analysis is complete. Partial Continuous flow intersection recommended. Funding approved in STIP and PE to begin in fiscal year 2026.
- Pleasantburg & Rutherford Intersection – Alternative analysis is also completed on this project with partial median U-turn intersection recommended. Funding approved in STIP. PE will begin in fiscal year 2026.
- Projects in Design:
  - S-107 East Butler Road (Bridges Road to US 276) – Right of way (ROW) plans completed, and ROW acquisitions are approximately 80% complete. Utilities are being finalized. Tentative Let date is August 2025.
  - Woodruff Road Congestion Relief (WRCR) –ROW plans have been completed, and funds have been obligated. ROW acquisition is approximately 65% complete.
  - SC-183 Corridor Improvement – Project scope is being developed with the selected consultant and negotiations have begun. IGA with Pickens County has been executed. Holt was issued a LNTP to perform initial survey, aerial mapping and field delineation of wetlands. SCDOT and Holt have finalized scope and moving forward with negotiations to get under contract, could be a couple months before full NTP will be issued. ROW set in FY2027 but will develop schedule as design progresses.
  - SC-183 & Jameson Road Intersection – Preliminary design is underway. District Traffic office is investigating adding a signal to try and reduce crashes at the intersection until the project is constructed. Working on getting additional survey for the Old Dacusville realignment. Anticipating letting in FY2026. It is recommended to move forward with a signalized intersection. The project will continue to be developed in-house to construction with current let date to be determined.
  - Town of Central Connector – Right of Way acquisition underway and construction anticipated early 2026.
  - S-149 W. Faris Road over Brushy Creek (Bridge Replacement) – ROW plans currently in design with Right of Way Obligation in Summer 2025. Construction anticipated Fall of 2026.
  - S-250 Hester Store Road over Machine Creek (Bridge Replacement) – Bridge was closed and a temporary bridge has been put in place. Final plans in design and Right of Way acquisition underway with construction anticipated in Winter 2025.
  - S-277 Lay Bridge Road over Twelve Mile Creek – Preliminary design is at about 30%. Built in 1935 and refurbished in 1964, bridge is now closed. Preliminary design underway with Right of Way obligation expected in the Fall of 2025 and construction anticipated early 2027.
- Projects in Construction:
  - US 29 Church Street Bridge – Bridge rehabilitation and enhancements. Project let on December 10, 2025 and contract was awarded to Cerka, Inc. with a contract completion date of July 31, 2026. Stage one traffic shifts began April 15 of this year.
  - West Georgia Road Intersection Improvement – Project awarded to Thrift Development Corporation with a final paving to take place this spring and contract completion date of July 2025.
  - Roper Mountain Road (RMR)/Roper Mountain Road Ext. (RMRE) – Final paving to take place this spring with estimated completion date of July 2025.
  - Woodside Park Connector & Streetscape – Completed in March.

- Bridge Projects:
  - S-154 (McKelvey Road) over Huff Creek – Bridge was opened to traffic on January 20<sup>th</sup>.

Ms. Groves made herself available for questions.

Commissioner Max Metcalf, SCDOT District 4, commented on the Church Street Bridge Project, commending those collaborating together (City of Greenville, SCDOT) saying they have done a great job of working together.

Mayor Knox White, City of Greenville, added that the partnership on this particular project has worked well between the city and SCDOT. He remarked this was a good example of signal timing and how those small changes can make such a remarkable difference in keeping traffic flowing.

Mayor White then asked Ms. Groves if there are plans for a sidewalk on the West Faris Road Bridge replacement.

Ms. Groves explained there are no plans for a sidewalk within this project and for now there will just be a shoulder. However, there will be space (or room) for sidewalks on the bridge in case of future expansion.

#### **GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY2025-2034 AC#5**

Keith Brockington, GPATS Transportation Manager, addressed members on the proposed FY2025-2034 Transportation Improvement Program (TIP) Amendment AC#5 Financial Statement.

The following changes are being made to the TIP:

- FY2025 Tap Allocation - \$1,208,077
- FY2025 Partial Apportionments for Greenlink/GTA
  - Section 5307 for Greenville - \$1,756,406
  - Mauldin-Simpsonville - \$1,325,073
  - Section 5310 - \$276,129

Mr. Brockington explained there is a TAP Application that was not yet ready to be presented to the Committee for a vote but he does expect it to be ready by the next meeting.

Mr. Brockington said the partial apportionments for Greenlink were due to not yet having the full apportionments before advertising this TIP Amendment. The full apportionments have now been announced and GPATS will be making a correction to the TIP to reflect the full amounts after this meeting.

Mr. Brockington made himself available for questions.

Mayor Terry Merritt, City of Mauldin, asked for clarification on Amendments and Corrections to the TIP in regards to the transit apportionments.

Mr. Brockington explained the initial placing of the funding in the TIP requires an Amendment with GPATS Policy Committee approval before the numbers can be added to the TIP. The Correction, which does not require a vote, can be used to adjust the funds to show full apportionments. Mr. Brockington added that if the Policy Committee wishes, GPATS can hold off on those adjustments.

Vice-Chairman McLeer reiterated the correction can be made at staff level.

Vice-Chairman McLeer asked for a motion to approve the Transportation Improvement Program FY2025-2034 Amendment AC#5.

**MOTION:** By Mayor Merritt, seconded by Commissioner Christopher, to approve FY2025-2034 AC#5 Transportation Improvement Program as presented. The motion carried unanimously by voice vote. There were no objections.

**GPATS FY2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Mr. Brockington presented the draft Unified Planning Work Program (UPWP) for FY2026-2027. Mr. Brockington explained that every two years, GPATS compiles a document identifying transportation planning activities, and for fiscal year 2026, the allocation is \$862,495 with a local match of \$215,624, totaling \$1,078,119. He said the local match, which is 20% of the total, is provided by Greenville County (75%) and Pickens County (25%). He explained the FY2027 funding summary is a mirror of FY2026, and those numbers may change, but they will be presented to the Policy Committee next year for approval.

Mr. Brockington stated the FY2026 funding summary page was included in today's agenda packet and he encouraged everyone to find the full document on [www.gpats.org](http://www.gpats.org) and look through it. Mr. Brockington said the full document will be reviewed by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and South Carolina Department of Transportation (SCDOT) and there may be some slight changes to the document. He noted the dollar amounts on the funding summary will not change.

Mr. Brockington made himself available for questions.

Representative Thomas Beach, Anderson County Legislative Delegation, asked for clarification of the amounts shown on the summary page.

Mr. Brockington explained the \$862,495 under Planning Activities reflects the allocation provided by FHWA and FTA. This is matched by 20% local funding (75% provided by Greenville County and 25% provided by Pickens County). Mr. Brockington stated these funds go toward staff activities, education, and technologies (computer systems and equipment), the Long-Range Transportation Plan, and others listed. He then explained the Special Studies portion of the summary page show amounts allocated for other studies that are important around the region. There are a couple that have not yet been funded such as the GPATS Regional Safety Action Plan (Safe Streets for All) and the GPATS US 29 Corridor Study which will be a study that covers the entire US 29 corridor that lies within GPATS boundary. He said SPATS (Spartanburg Area Transportation Study) will pick up at the boundary line and will continue the corridor study in to Spartanburg.

Representative Beach asked about the corridor section down I-85 towards Atlanta, which is just on the other side of Greenville County going into Anderson County. He said his concern is focused on Exit 35 and he also asked what MPO does that area fall under.

Mr. Brockington said Exit 35 is SC-86 in Anderson County, and there are projects currently being discussed with SCDOT, and he expects that will be presented at the next GPATS meeting. He added that this is a portion of the CRP (Carbon Reduction Program) and areas south of that exit, fall under the ACATS (Anderson-Clemson Area Transportation Study) jurisdiction.

Mr. Brockington said before the 2020 Census, and the boundary changes due to that census, this area was within GPATS boundary, so the studies and experience GPATS has with that exit will be shared with ACATS.

Representative Beach asked if GPATS had any funds to help with studies in that area.

Mr. Brockington replied with the Long-Range Transportation Plan (LRTP) coming up, along with other projects and studies, the funding is kind of tight right now. However, GPATS does come back each year for additional studies as any carryover funds allow.

**MOTION:** By Councilor Seman, seconded by Senator Elliott, to approve the FY2026-2027 Unified Planning Work Program as presented. The motion carried unanimously by voice vote. There were no objections.

### **SCDOT MOMENTUM 2050: MOVING SOUTH CAROLINA FORWARD**

LaToya Grate-Adams, SCDOT Statewide Transportation Planning Administrator, voiced her appreciation for the opportunity to present the SCDOT Momentum 2050.

Ms. Grate-Adams explained Momentum 2050 is the Statewide Multimodal Transportation Plan (MTP) and sets the vision for the next 20 plus years. In comparison, the Transportation Asset Management Plan (TAMP) sets the goals and investment levels for the next ten years and the Statewide Transportation Improvement Plan (STIP) allocates funding to projects.

Ms. Grate-Adams said Momentum 2050, also called the MTP, involves considerable public engagement, and a portion of that was a public survey (with over 8,000 participants) asking what most likely impacts your daily travel, and the number one concern was congestion and delay. She added some of the most notable changes in South Carolina are the ports, growing population, demographics, and technology. South Carolina is the number one growing state in the nation; however, population growth is not equally distributed throughout the state. Ms. Grate-Adams then displayed a map showing the counties with population projections, and Greenville and Spartanburg showed some of the greatest population growth expectations. She added that growing ports are also expected and displayed a visual graphic depicting anticipated cargo volumes in three ports within SC. She said North Charleston Terminal Port is projected to grow tremendously by the year 2050.

Ms. Grate-Adams stated electric vehicles are currently a small percentage of vehicles but are rapidly growing and the average increase in total number of EVs and Hybrids was 22% added to SC roads since 2020. She pointed out EVs do not currently pay the same amount of funds in taxes as other vehicles but SCDOT is currently discussing this. Ms. Grate-Adams spoke on the trending revenue forecast versus the real (inflation adjusted) revenue and how the dollars coming in may not be sufficient for the funds needed to cover projects.

Ms. Grate-Adams said the vision of Momentum 2050 aims to move South Carolina forward economically as it grows and to focus on four main goals:

- 1) continuing system recovery
- 2) supporting freight movement
- 3) addressing urban and rural mobility, and
- 4) deepening multimodal partnerships

Ms. Grate-Adams further explained the first named goal to continue system recovery includes continuing pavement recovery, enhancing bridge investment to address aging inventory, and reducing South Carolina's fatality rate. The second goal is to support freight movement, the vision is to accelerate rural interstate investment to widen remaining rural segments, invest in an urban interstate congestion program to improve reliability on major urban corridors, and establish a rural off-interstate NHS improvement

program. Ms. Grate-Adams continued with the third goal of addressing urban and rural mobility includes continued efforts to improve regional mobility program to address rural and urban projects for local congestion and access needs, focusing on efforts like signal retiming to improve operation of the existing network, and refocusing transit on workforce development. Lastly, the goal to deepen multimodal partnerships includes supporting port authority's efforts to establish expanded capacity at existing and planned terminals, and seeking ways to optimize freight rail operation in partnership with Class I and Class III railroads.

Ms. Grate-Adams compared the current annual spending of \$2.28 billion to the funds needed for the future. The difference leaves a 30% gap; or approximately \$971 million short in funds needed.

Ms. Grate-Adams made herself available for questions.

Mayor Shewmaker, City of Simpsonville, said he believes HOV lanes are extreme hazards and they cause a lot of accidents due to the difference in mph the vehicle in the HOV lane can travel versus the vehicle in the regular lane. He expressed caution needs to be exercised when considering the option of an HOV lane. Mayor Shewmaker added that more law enforcement would be needed to enforce the HOV laws and there is already a shortage of law enforcement officers on the roads today.

Amanda Warren, Greenville Transit Authority Chair, asked how the future needs of transit funding were calculated.

Ms. Grate-Adams replied SCDOT worked with their transit office to determine the current spending amounts and what might be needed in the future.

Councilor McGahhey, Greenville County, asked about signal retiming specific to Greenville County and voiced frustration that many signals do not seem to sense traffic and with the growing population, something needs to be done to eliminate delay and congestion. He added that others are using artificial intelligence to assist with lights/signal timing.

Mr. Ben Olson, SCDOT District Traffic Engineer, explained there is adaptive technology being used in the area to assist with signal timing. He acknowledged some sensors were out completely since Hurricane Helene hit the area, causing nearly all the setups to be damaged and/or not working.

Councilor McGahhey stated he wasn't talking about timing the signals, but rather when will Greenville County get the technology or some type of AI to help with congestion.

Mayor Shewmaker referred back to the freight movement slide Ms. Grate-Adams had displayed and commented if the freight is going to grow with the population, it may be wise to get that freight on railways to alleviate the congestion on the roads.

Mr. Brockington commented on attending the Southeast Rail Forum in March and learning that nearly all of passenger rail funding come from grants. Mr. Brockington said GPATS will be considering passenger rail options from a regional standpoint and working with SCDOT to see if improvements can be made while working on the Long-Range Transportation Plan.

Mayor Merritt, suggested getting local mayors, and others who drive the roads daily, together to further discuss possible technology solutions on lessening congestion.

Councilor McGahhey stated the county does not own the traffic lights and that makes it difficult to control the timing on those signals.

Ms. Pamela Christopher, SCDOT District Three Commissioner, encouraged all in attendance to work together and invited any interested parties to have more detailed discussion after the meeting or at any

time. Commissioner Christopher pointed out some of the police stations are already working with SCDOT on signals, timing, and other congestion solutions.

Mr. Brockington added the Carbon Reduction Program (CRP) is a federal initiative to reduce transportation emissions and GPATS will program funds toward signal upgrades which will help decrease emissions. He said, in addition to that, GPATS programs 5% of annual funding on signal upgrades.

Councilor McGahhey asked for clarification on what signal upgrades involve.

Mr. Brockington explained signal upgrades are dependent on the specific intersection: some could be signal timing, some may need new (or additional) lights, and others may be technology to improve wait times.

Mayor Knox White, City of Greenville, spoke on the new Traffic Management Center at the Public Safety Campus and Municipal Complex on Halton Road and extended an invitation to members to come by and see the extraordinary work being done there.

Ms. Grate-Adams recommended looking through pages 48-53 in the Momentum 2050 Document (on the SCDOT website) for more detailed information. She said this section covers future needs and specifically touches on Transportation Systems Management and Operations (TSMO) and Intelligent Transportation Systems (ITS).

## **NEW BUSINESS**

### **GPATS HORIZON2050 LONG-RANGE TRANSPORTATION PLAN (LRTP)**

Mr. Brockington stated GPATS Long-Range Transportation Plan will be due at the end of calendar year 2026. Mr. Brockington said there were over 8,000 participants in the Momentum 2050 survey and GPATS would like to surpass those numbers and he encouraged everyone to help spread the word in order to receive as much feedback as possible. Mr. Brockington explained there will be numerous surveys, meetings, and events during this time.

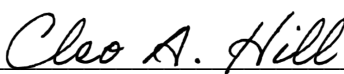
### **GPATS 101 TRAINING SESSION**

Mr. Brockington said a GPATS 101 Training Session will be held soon and he will be reaching out to new Policy Committee Members to coordinate a date and time that will work for everyone. He reminded members the training session is for anyone and everyone that has an interest in GPATS and more information will be coming soon.

Vice-Chairman McLeer asked if anyone had any questions or comments.

## **ADJOURNMENT:**

Without objection, Vice-Chairman McLeer adjourned the meeting at 10:58 a.m.

  
Submitted by Recording Secretary  
Cleo A. Hill