

MINUTES
GPATS STUDY TEAM COMMITTEE
July 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, William Flake, Michael Frixen, Megan Groves, Cleo Hill, Asangwua Ikein, Skip Limbaker, Clint Link, Heather Lollis, Katerina Moreland, Ben Olson, Todd Oswald, Archit Patel, and Mark Pleasant.

OTHERS PRESENT: J. Chasteen, S. Davis, L. Estep, , B. Groel, T. Galloway, and R. Nimje, R. Tolson.

CALL TO ORDER/WELCOME AND INTRODUCTIONS

Keith Brockington, GPATS Transportation Manager, welcomed everyone in attendance and called the meeting to order at 10:03 a.m.

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. Funding discussions currently on going.
 - 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 – Contract awarded to Southern Concrete & Construction, Inc. with a completion date of November 30, 2026.
 - Multi-use trail along Bryson Drive and Bryson Heights Drive (UGATA) – Preliminary Plans continue to be developed with current let date expected to be December 2027.

- Non-Guideshare projects:
 - SC 183 Corridor Improvement –Evaluating reduced scope due to funding and have ongoing discussions with the SIB. Project possibly impacted by future funding discussions.
- SCDOT Bridges (non-guideshare) updates included:
 - US-29 Church Street – Bridge reopened to traffic on Monday, June 15th. Contractor working on few remaining items to close out the project.
 - S-250 over Machine Creek – Contract awarded to Kemp Sigmon Construction Co. Inc. Bridge closed on May 26th to remove old bridge and begin construction on the new bridge.
 - S-149 over Brushy Creek – ROW phase has begun and construction plans are being developed. Expected let date is now January 2027.
 - US-276 over North Saluda River – Carolina TEA is the consultant that was selected and they were given Notice to Proceed on June 1st. Current let date of FY2028.
 - S-277 over Twelve Mile Creek (Closed Bridge) – ROW plans under development with a current let date of FY2027. Additional coordination with federal land has caused some delays.
 - S-507 over Langston Creek (Closed Bridge) – ROW acquisitions are ongoing and final plans have been reviewed and approved. Current let date is September 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. Construction underway for Pace Bridge Road (S-40) with completion expected December 2026.
- Safety Improvements:
 - US-25 & US-25 Connector Intersection Improvements – Project substantially compete.
 - 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 to August 2026.
- Vulnerable Road Users (Section Corridor Improvements):
 - River Street/Richardson Street –Developing preliminary plans. Expected let date is early 2027.
 - US-29 Wade Hampton Boulevard – Consultant is developing final plans and wrapping up utility coordination. Expected let date is November 2026.
 - US-276 Poinsett Highway – Developing preliminary plans. Schedule could move due to acquiring additional ROW.

Ms. Groves made herself available for questions.

GPATS FY2025-2034 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AC #10

Keith Brockington addressed members on the TIP Amendment AC#10 reminding them the financial statement is included in today's Agenda Packet.

The following changes are being made to the TIP:

- New project (Non-guideshare) Bridge Replacement – I-85 (MP 49) over tributary to Laurel Creek – per SCDOT:
 - Add \$5 mil PE
 - Add \$500,000 ROW
 - Add \$50 mil CON
- New BUILD Grant for GTA/Greenlink
 - Add \$4 mil
- Woodruff Road Congestion Relief adjustments – Per SCDOT - under review

Mr. Brockington stated this TIP Amendment is being advertised through August 10 (GPATS next Policy Committee Meeting).

Mr. Brockington explained that, with the cost increases on the Woodruff Road Congestion Relief (WRCR) project and the anticipated cost increases on the SC-183 project, the GPATS Guideshare was going to be in the red. Discussions on how to address those shortfalls and to keep GPATS moving forward has been addressed in previous meetings. He said that, for the WRCR project, the best way forward is to phase construction so that Phase I is the clearing and grubbing in FY2027. Phase II would be the eastern end in FY2029 and the western end (upgrade to include the existing Parallel Parkway) in Phase III in FY2032. This spreads out the funding enough to absorb the cost increases without the Guideshare going into the negative.

Batesville Road Phase II is on hold for now, waiting for SCDOT to finish their I-85 Corridor Study so the funding has been cleared. Because Garlington Road intersects Woodruff Road at Miller Road, the project cannot start until the WRCR project is complete, so those funds have been pushed to FY2034, with the remaining costs in later years. Other projects being pushed out were mostly Planning phases and include Mills Avenue, Grove Road, Laurens Road, and US-123. Wade Hampton will still get a study in GPATS UPWP, but the Guideshare funds were pushed out—also, Fairview Road and St. Mark Road. In the Intersection projects, a few have not started yet, so those are also being pushed out.

He said that for the Bike and Pedestrian projects, Mr. Brockington explained that those that have not yet started, such as the Mauldin Golden Strip Gateway, funding was moved up to FY2028-FY2030. The City of Greer and Taylors Greenway, along with the Travelers Rest Expansion project, have been pushed out as well.

Mr. Brockington said the projects that have not been changed include Butler Road and the \$25 million for the Greenville Section of SC-183. Changes may be needed in the future on the SC-183 project due to the scope on the Pickens County side and the bridge at the county line. Once that has been determined, there will be a clearer picture of how the Greenville side may be changed. Mr. Brockington stated GPATS is preserving the Greenville intersection upgrades (Haywood Road at Pelham Road, Pleasantburg Drive at Rutherford Road, West Georgia Road at East Standing Springs Road).

Mr. Brockington added that, with all of the above, we get part of the way, but the big “ask” will be in advancement requests to SCDOT, and that would be in two separate advancements. SCDOT is reviewing GPATS receiving \$40 million in FY2029 to be paid in FY2030 and FY2031. Once that is paid in full, GPATS will request another \$42 million advancement to be paid off in FY2033 and FY2034. He said that in FY2033, the Guideshare will begin to build back up again, and we could then take another look at the other projects. He explained that although this is not ideal, it could be a solution. Other alternatives are being discussed regarding advancements and repayment, and SCDOT could approve advancements and/or modify how much of an advancement is allowed and how repayments need to be scheduled. Mr. Brockington explained that phasing out the WRCR project actually increases the total costs by an estimated \$33 million due to inflation.

Mr. Brockington explained the other option is for GPATS to apply for a BUILD (Better Utilizing Investment to Leverage Development) Grant for \$50 million.

Mr. Brockington welcomed any suggestions or other ideas as the funding options are still being discussed.

Mr. Brockington made himself available for any questions.

Mr. Sam Davis, Project Manager for Upstate Greenways and Trails Alliance (UGATA), asked if the advancements were approved; does that mean the \$20 million could all be allocated in FY2029?

Mr. Brockington replied that would be the idea. Previously, the hope was to allocate all of the construction funds at once.

Mr. Todd Oswald, Upstate Regional Planning Manager for SCDOT, said the advancements and other funding ideas are still under discussion in the hopes of finding a solution that works for all involved.

Mr. Mark Pleasant, Community Planner for the Federal Highway Administration, suggested additional line entries with clear descriptions to clarify the construction phases in the TIP.

Heather Lollis, Grants & Regulatory Compliance Specialist for Greenlink, asked about the annual allocations from Guideshare to Greenlink and where that stands in all of this.

Mr. Brockington explained the \$2.9 million allocated to Greenlink annually doesn't actually become transit funds until a project with a line item is added, so if there is no project, it is still Guideshare funds.

Mr. Davis asked about the Golden Strip Greenway and the reasons for moving those phases out.

Ms. Groves explained the project is going to take a little while and the scope needs to be defined a bit better.

Mr. Brockington added that the LPA (Local Public Agency) also needs to be decided.

Mr. Brockington explained the recommendation being requested from the Study Team is to pass the AC #10 as presented with the knowledge that the WRCR project and all of those related to it are contingent on the SCDOT's approval of the advancements as discussed. He added that if SCDOT rejects the advancements, then only the bridge and the BUILD Grant will be part of AC#10.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the Transportation Improvement Program amendment AC#10 recommendation to the Policy Committee for their approval. No verbal objections or questions by consensus.

NEW MEMORANDUM OF UNDERSTANDING BETWEEN GPATS AND GREENVILLE TRANSIT AUTHORITY (GTA)

Keith Brockington addressed members on the new Memorandum of Understanding (MOU) between Greenville-Pickens Area Transportation Study (GPATS) and the Greenville Transit Authority (GTA). Mr. Brockington pointed out to members that the MOU was included with the Agenda Packet for this meeting. He added the purpose of this MOU is so Greenlink can become the Designated Recipient.

Katerina Moreland, Transit Finance and Compliance Administrator for Greenlink, explained the MOU will recognize GTA as Designated Recipient. Greenlink/GTA will be asking for the Governor's approval next.

Mr. Brockington explained this MOU consolidated GTA's Operating Agreement and is specifically for FTA Section 5310.

Mr. Brockington made himself available for any questions.

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the Memorandum of Understanding between GPATS and GTA 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)

Brennan Groel, Transportation Planner with HDR, updated members on the progress thus far with the Long-Range Transportation Plan saying last week GPATS and HDR held a Prioritization Workshop. This workshop went over the draft prioritization list and how projects are scored and prioritized. Ms. Groel explained Round Two of the Public Information Meetings will begin next week. The municipalities where the meetings will be held are Greer, Greenville,

Easley, Powdersville, Travelers Rest, and Simpsonville. She said a virtual public meeting will go live today on the Horizon2050 Portal and you can access that by going to the GPATS website at <https://gpats.org/> home page and clicking on the Horizon2050 logo.

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

NEW BUSINESS

GPATS UPWP AMENDMENT TO REFLECT GTA/GREENLINK BUILD GRANT

Mr. Brockington said GTA/Greenlink has received a \$4 million BUILD Grant and because it is a planning grant, it will need to be added to GPATS Unified Planning Work Program (UPWP).

Recommendation: Mr. Brockington asked for approval, or any objections, from the members to pass the Unified Planning Work Program (UPWP) Document Amendment recommendation to the Policy Committee for their approval. No verbal objections or questions by consensus.

Mr. Brockington asked if anyone had any more items to discuss, questions, or comments. None were voiced.

ADJOURN

Without objection, Mr. Brockington adjourned the meeting at 10:46 a.m.

Respectfully submitted:

Recording Secretary
Cleo A. Hill