

## **GPATS HISTORY**

In the fall of 1964, the Greenville Area Transportation Study (GRATS) was created under the joint auspices of county, city, and state governments. In September of that year, the Greenville County Legislative Delegation and the cities of Greenville, Greer, Mauldin, and City View authorized the Greenville County Planning Commission to enter into an agreement with the South Carolina Department of Transportation to assure the development of a coordinated transportation system for the county's urban area.

In 1970 the planning area was expanded to include the cities of Travelers Rest, Simpsonville, and Fountain Inn. City View has since been dissolved and has surrendered its charter.

In April 2004, the GRATS program again was restructured as a result of the 2000 Census, which expanded the GRATS Urban Area. The urban area now includes a portion of Pickens County, including the municipalities of Pickens, Liberty, and Easley. The GRATS Study Area, which is expected to become urban in 20 years, was also expanded to include a larger portion of Anderson, Laurens, and Spartanburg Counties.

During the first quarter of 2004, a committee of representatives from Pickens and Greenville Counties was asked by the GRATS Policy Committee to propose a new name that would be more representative of a two-county organization, as well as changes to the Bylaws, and a more representative membership. At its April 26 meeting, the Policy Committee adopted the proposed changes, including a name change from GRATS to GPATS. The new acronym stands for the Greenville-Pickens Area Transportation Study.

From the beginning, the GRATS program, now the GPATS program, has been a cooperative venture between local municipalities, Greenville County, the South Carolina Department of Transportation, and the Federal Highway Administration.

The Policy Coordinating Committee was formed to meet federal certification requirements and to provide a general policy direction for the GPATS program insofar as planning, programming, and implementation are concerned. The Committee's membership is comprised primarily of local elected and appointed officials.

Historically, the committee has concerned itself primarily with highway and highway-related transportation matters. In recent years, however, the scope of the Committee has been expanded to involve other modes of transportation, such as public transportation and air quality.

It will take approximately one year to transition from GRATS to GPATS. During this time, plans, programs, and projects will be consolidated. For this reason, there will still be some references to GRATS on this site until the transition is complete.