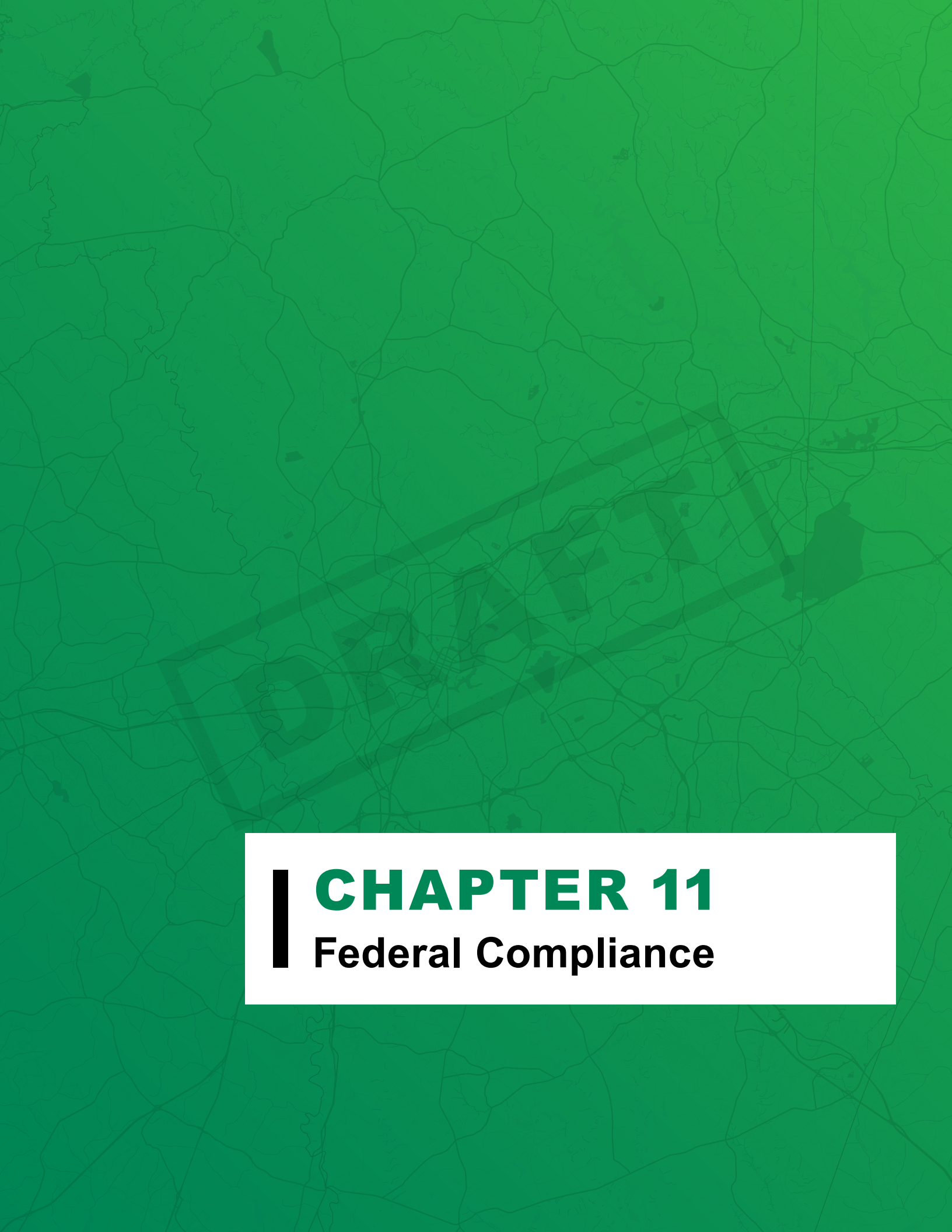


Greenville-Pickens Area
Transportation Study

HORIZON 2050 LONG RANGE TRANSPORTATION PLAN

OCTOBER 2026





CHAPTER 11

Federal Compliance

CHAPTER 11: FEDERAL COMPLIANCE

The *Horizon 2050 LRTP* has been developed in accordance with federal transportation planning requirements established by the Federal Highway Administration and Federal Transit Administration. These requirements ensure that the metropolitan planning process is continuous, cooperative, and comprehensive, while also emphasizing performance-based decision making and accountability. Federal law requires that LRTPs consider specific planning factors and incorporate measurable performance outcomes to guide investment decisions and track progress over time.

Federal Metropolitan Transportation Planning Factors

Federal regulations require that metropolitan planning organizations consider a set of planning factors as part of the transportation planning process. These factors, established under 23 CFR 450.306, provide a framework for evaluating transportation needs and guiding the development of strategies, projects, and investments.¹²

These planning factors are reflected throughout the *Horizon 2050 LRTP* and are integrated into the plan’s goals, objectives, and project evaluation criteria. The degree to which each factor is addressed varies based on regional priorities, system needs, and the scale and complexity of transportation challenges within the planning area.

PLANNING FACTOR	WHAT IT MEANS
Economic Vitality	Support regional economic growth, productivity, and competitiveness
Safety	Reduce fatalities and serious injuries for all system users
Security	Improve system security and emergency preparedness
Mobility & Accessibility	Improve travel options and access for people and freight
Environment & Quality of Life	Protect the environment, conserve energy, and support livability
Connectivity	Improve connections between modes such as road, transit, bicycle, and freight
System Management	Improve operations and efficiency of the transportation system
System Preservation	Maintain and preserve existing infrastructure
Resilience & Reliability	Strengthen system reliability and reduce impacts from weather events
Travel & Tourism	Support regional tourism and recreational travel

Table 20 | Federal Planning Factors

¹² [Code of Federal Regulations. 23 CFR 450.306. Scope of the Metropolitan Transportation Planning Process 2026. https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306)



Federal Performance Measures

Federal transportation legislation requires the use of a performance-based approach to planning and programming. Under this framework, state departments of transportation and metropolitan planning organizations establish performance targets and track progress toward national transportation goals

Federal performance measures are organized into several key categories established through rulemaking by the FHWA.¹³ These categories can be seen in [Table 20](#).

These performance measures are defined in federal regulations and are used to establish quantifiable metrics, targets, and reporting requirements. MPOs must coordinate with state and transit partners to set targets and incorporate them into planning documents, including the LRTP and TIP.

The *Horizon 2050 LRTP* supports a performance-based framework by aligning regional goals and investment priorities with these federal measures. By tracking system performance and progress toward targets, GPATS helps ensure that transportation investments deliver measurable outcomes related to safety, system condition, mobility, and environmental sustainability.

PERFORMANCE AREA	WHAT IT MEASURES
Safety (PM1)	Fatalities and serious injuries across all roadway users
Infrastructure Condition (PM2)	Pavement and bridge conditions on the National Highway System
System Performance (PM3)	Travel time reliability, delay, and freight movement efficiency
Congestion & Air Quality	Traffic congestion and emissions reduction in applicable areas
Transit Performance	Condition, reliability, and safety of transit vehicles and facilities

Table 21 | Performance Measures

¹³ [US Department of Transportation Federal Highway Administration. TPM Guidance. 2026. https://www.fhwa.dot.gov/tpm/guidance/](https://www.fhwa.dot.gov/tpm/guidance/)



SAFETY

Safety remains the highest transportation priority for both SCDOT and GPATS. Federal safety performance measures focus on reducing fatalities and serious injuries for all roadway users, including motorists, bicyclists, and pedestrians. Safety targets are developed using five-year rolling averages to account for year-to-year fluctuations in crash data.

The GPATS region accounts for approximately 10.3% of statewide fatalities and 12.2% of statewide serious injuries and non-motorized fatalities and serious injuries. The region's fatality and serious injury rates are currently higher than the statewide averages, highlighting the continued need for investments in roadway safety, intersection improvements, access management, multimodal facilities, and implementation of proven safety countermeasures.

PERFORMANCE MEASURE	SC BASELINE (2021–2025)	SC TARGET (2023–2027)	GPATS BASELINE (2021–2025)
Traffic Fatalities	1,064.4	1,055	105.8
Fatality Rate*	1.76	1.69	1.65
Serious Injuries	2,618.6	2,519	301.6
Serious Injury Rate*	4.34	4.04	4.72
Non-Motorized Fatalities & Serious Injuries	479	486	52.4

*Per 100 million vehicle miles traveled (SCDOT Safety Performance Targets)

Table 23 | 2023–2027 Safety Performance Measures

TRANSIT SAFETY

Transit safety performance measures track fatalities, injuries, reportable safety events, and system reliability for Greenlink fixed-route and demand-response services. The transit safety program seeks to minimize incidents while maintaining dependable service for transit riders. Monitoring these measures allows GPATS and Greenlink to identify trends, implement corrective actions, and improve overall transit system safety and reliability.

TRANSIT PROVIDER	MODE OF TRANSIT SERVICE	FATALITIES (TOTAL)	FATALITY RATE*	INJURIES (TOTAL)	INJURY RATE*	SAFETY EVENTS (TOTAL)	SAFETY EVENT RATE*	SYSTEM RELIABILITY**
Greenlink	Fixed Route	0	0.0	12	1.47	7	0.84	20,450
	Demand Response/ Paratransit	0	0.0	0	0.70	1	0.94	71,561

*Rates are based on the unit per 100 thousand vehicle revenue miles

**Reliability is determined based on vehicle miles/failures

Table 24 | 2022 Transit Safety Performance Measures

TRANSIT ASSET MANAGEMENT (TAM)

TAM measures assess the condition and useful life of transit vehicles, equipment, and facilities operated by Greenlink. Performance targets focus on maintaining vehicles and facilities in a state of good repair and replacing assets that have met or exceeded their useful life benchmarks. These measures help ensure that transit services remain safe, reliable, and efficient for users throughout the region.

ASSET CATEGORY	CLASS	PERFORMANCE MEASURE	2022 TARGET
Rolling Stock	Buses	% met or exceeded ULB	50%
	Trolley Buses	% met or exceeded ULB	100%
	Cutaway Buses	% met or exceeded ULB	14%
	Van	% met or exceeded ULB	0%
Equipment	SUV	% met or exceeded ULB	40%
	Van	% met or exceeded ULB	100%
	Truck	% met or exceeded ULB	83%
	Car	% met or exceeded ULB	100%
Facilities	100 W. McBee (Terminal)	% with a condition rating below 3.0 on TERM Scale	100%
	154 Augusta St (Maintenance Garage)	% with a condition rating below 3.0 on TERM Scale	0%

Table 25 | 2024 Transit Asset Management Performance Measures

INFRASTRUCTURE CONDITION

Infrastructure condition measures assess the state of repair of pavements and bridges along the NHS. These measures track the percentage of infrastructure in good and poor condition and help guide investment decisions related to preservation and maintenance. Maintaining transportation assets in a state of good repair remains a core objective of the LRTP and supports long-term system reliability and cost effectiveness.

	PAVEMENT (INTERSTATE)	PAVEMENT (NON-INTERSTATE NHS)	BRIDGES
SC Baseline (2023)	75.8% Good 0.2% Poor	38.8% Good 1.6% Poor	38.5% Good 4.3% Poor
SC 2-Year Targets	77% Good 2.5% Poor	36% Good 10% Poor	35% Good 6% Poor
SC 4-Year Targets	78% Good 2.5% Poor	38% Good 10% Poor	34% Good 6% Poor
GPATS Baseline (2023)	80.79% Good 0% Poor	38.65% Good 3.06% Poor	56.75% Good 11.57% Poor

Numbers represent the % of infrastructure element in good or poor condition

Table 26 | Infrastructure Condition Performance Measures

SYSTEM & FREIGHT RELIABILITY

System reliability measures evaluate how consistently travelers and freight operators can move throughout the transportation network. Federal requirements include measuring travel time reliability on Interstate and non-Interstate NHS routes as well as truck travel time reliability on designated freight corridors. Reliable travel conditions support regional economic competitiveness, improve mobility, and enhance freight movement throughout the Upstate. Because the GPATS region includes critical freight corridors such as I-85 and I-385, maintaining reliable travel times is particularly important for supporting manufacturing, logistics, and distribution industries.

	TRAVEL TIME RELIABILITY* (INTERSTATE)	TRAVEL TIME RELIABILITY* (NON-INTERSTATE NHS)	TRUCK TRAVEL TIME RELIABILITY** (TTTR)
SC Baseline (2021)	95.9%	95%	1.31
SC 2-Year Targets	89.1%	85%	1.45
SC 4-Year Targets	89.1%	85%	1.45
GPATS Baseline (2021)	85.2%	93.9%	1.57

*Travel Time Reliability numbers represent the % of person-miles traveled that are reliable.

**TTR is determined by where truck travel reliability falls on the TTR Index.

Table 27 | System and Freight Reliability Performance Measures



GPATS@greenvillecounty.org



GPATShorizon2050.com
