

FISCAL Year 2022 and 2023
UNIFIED PLANNING WORK PROGRAM



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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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INTRODUCTION

This Unified Planning Work Program (UPWP) outlines the metropolitan transportation planning activities and budget for the “Myrtle Beach—Socastee, SC/NC” urban area during fiscal years 2022 and 2023. Metropolitan transportation planning is the process of examining travel and transportation issues and needs on a regional level in metropolitan areas. It includes a demographic analysis of the region, as well as an examination of travel patterns and trends. This planning process includes an analysis of alternatives to meet projected future demands and for providing a safe and efficient transportation system that satisfies mobility needs while not creating adverse impacts to the environment. In metropolitan areas with a population greater than 50,000, the responsibility for transportation planning lies with designated Metropolitan Planning Organizations (MPOs). MPOs are federally mandated (US Code, Title 23) and are designated by each state’s Governor.

The Grand Strand Area Transportation Study (GSATS) Policy Committee was formed on August 2, 1985. The formation of GSATS was in preparation of the Grand Strand area being designated an Urbanized Area (UZA) by the 1990 Census. The 1990 Census designated Myrtle Beach, Socastee, Surfside Beach, Garden City, Murrells Inlet and environs as the Myrtle Beach UZA. The GSATS Policy Committee was designated as the MPO Policy Committee on May 18, 1992. The Waccamaw Regional Council of Governments (WRCOG) and the South Carolina Department of Transportation (SCDOT) have been designated as the Planning Staff of the MPO.

The 2010 decennial Census reported that the “Myrtle Beach—Socastee, SC/NC” urbanized area had a population of 215,304. The U.S. Secretary of Transportation published a listing on July 18, 2012 of urbanized areas that exceeded 200,000 in population thereby designating them as Transportation Management Areas (TMAs). Designated TMAs are subject to special planning and programming requirements including a Congestion Management Process (CMP) and certification of the transportation planning process by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) no less often than once every four years. Designated TMAs should also review their policy board membership and add new members as appropriate.

The MPO study area includes the urbanized part of the Myrtle Beach region, as defined by the U.S. Bureau of Census, plus the area expected to become urbanized over the next twenty years. The GSATS’ Study Area, as approved by the Policy Committee on March 8, 2013, encompasses the following area. In North Carolina, the Lockwood Folly River forms the northern boundary. The Study Area then encompasses the land east of US 17 and then Hickman Rd as you approach the state line. In South Carolina, the Waccamaw River forms the western boundary to the City of Conway. It then follows the US 701 alignment South to the City of Georgetown (see enclosed GSATS Study Area map attachment). Portions of Horry and Georgetown counties in South Carolina and Brunswick County in North Carolina are included in the urbanized area, therefore making GSATS a bi-state MPO.

FY2020-21 UPWP ACCOMPLISHMENTS

In addition to the recurring planning activities including the daily administration of the MPO, several activities were performed during the FY 2020-21 UPWP period. They are highlighted below:

- The completion of the US 17 Corridor Study in Georgetown County
- The development of GSATS specific Safety Performance Measure Targets
- The establishment of a GSATS Safety Committee
- The submittal of project proposals in NCDOT’s SPOT 6.0 process

- The successful recertification as a Transportation Management Area (TMA).

ORGANIZATION

The GSATS Policy Committee was designated by the Governor(s) of South Carolina and North Carolina as the Metropolitan Planning Organization for the Myrtle Beach Urbanized Area. The Policy Committee is governed by its own bylaws. There are twenty-four voting members comprised of the following representatives:

City of Myrtle Beach- Mayor and Council Member	(2)
City of North Myrtle Beach- Mayor	(1)
Town of Surfside Beach- Mayor	(1)
City of Conway- Mayor	(1)
City of Georgetown- Mayor	(1)
Town of Atlantic Beach- Mayor	(1)
Town of Briarcliffe Acres- Mayor	(1)
Town of Pawleys Island- Mayor	(1)
Horry County Council- Chair and Council Member	(2)
Georgetown County Council- Chair	(1)
Horry County Legislative Delegation- One Senator and Two House Members representing GSATS Area	(3)
Georgetown County Legislative Delegation- Senator and House Member representing GSATS Area	(2)
S.C. Dept. of Transportation- District Commissioner and Secretary (or representative)	(2)
Waccamaw Regional Transportation Authority/Coast RTA- Chair	(1)
Brunswick County Board of Commissioners- Member	(1)
N.C. Dept of Transportation- Board Member	(1)
GSATS- NC Transportation Advisory Committee- Two Members	(2)

The following serve as non-voting member representatives on the Policy Committee:

Horry County Planning Commission- Chair	(1)
Georgetown County Planning Commission- Chair	(1)
Waccamaw Regional Council of Governments- Chair or Executive Director	(1)
S.C. Dept. of Transportation- District Engineering Administrator	(1)
Myrtle Beach International Airport- Director	(1)
South Carolina State Ports Authority- Georgetown Director	(1)

As a designated MPO, GSATS has the responsibility of discharging the planning provisions of the Federal Aid Highway Legislation (Title 23 USC) and the Fixing America’s Surface Transportation Act (FAST Act), in the Grand Strand Area, to the Policy Committee, South Carolina Department of Transportation, and North Carolina Department of Transportation. The Policy Committee has three advisory committees: the Study Team, the North Carolina Transportation Advisory Committee (NCTAC), and the North Carolina Technical Coordinating Committee (NCTCC).

The Study Team, whose function is to review, evaluate, and recommend ranking of proposed projects and policies in South Carolina to the Policy Committee consists of the following members:

- Horry County Planning Director**
- Georgetown County Planning Director**
- GSATS MPO Director, WRCOG**
- District Engineer, FHWA**
- Director of Planning and Environmental, SCDOT**
- Program Manager, SCDOT**
- District Traffic Engineer, SCDOT**
- Planning Manager, SCDOT-OPT**
- Myrtle Beach Planning Director**
- North Myrtle Beach Director of Planning**
- City of Georgetown Planning Director**
- Conway Director of Planning**
- Surfside Beach Town Administrator**
- General Manager, Waccamaw Regional Transportation Authority**

The function of the NCTAC, is to approve project proposals and policies affecting the North Carolina portion of the Study Area. The NCTAC also reviews, evaluates and provides recommendations to the Policy Committee on proposals and policies affecting the entire MPO region. The NCTAC consists of the following members:

- Brunswick County-** Two County Commissioners (2)
- Calabash-** Mayor (1)
- Carolina Shores-** Mayor (1)
- Holden Beach-** Mayor (1)
- Ocean Isle Beach-** Mayor (1)
- Shallotte-** Mayor and Town Alderman (2)
- Sunset Beach-** Mayor (1)
- Varnamtown-** Mayor (1)
- Brunswick Transit System-** Board Chair (1)
- NCDOT-** Board of Transportation member as designated by the Secretary of Transportation (1)
- North Carolina House of Representatives-** District 17 Representative or if reapportioned, House Member representing largest geographic portion of the Study Area (1)
- North Carolina Senate-** District 8 Senator or, if reapportioned, the Senator representing the largest geographic portion of the Study Area (1)

The NCTCC, whose function is to review, evaluate, and recommend ranking of proposed projects and policies in North Carolina to the NCTAC consists of the following members:

- Brunswick County Planning Director**
- Calabash Town Administrator**
- Carolina Shores Town Administrator**
- Holden Beach Town Manager**

Ocean Isle Beach Planning Director
Shallotte Planning Director
Sunset Beach Town Administrator
Varnamtown Planning Director
Brunswick Transit System Executive Director
Cape Fear COG Planning Director
FHWA NC Transportation Planner- Planning and Program Development
NCDOT Division 3 Engineer or their representative
NCDOT Transportation Planning Division
GSATS MPO Director

UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program describes the specific tasks that are scheduled to be performed in fiscal years 2022 and 2023 (July 1, 2021- June 30, 2023) for the GSATS MPO. There are five work task categories and the methodologies for each specific activity are outlined under each task category. The FHWA PL/FTA SC Allocation for FY2022-23 is \$414,034. The total Carryover funds from FY 2020 is in the amount of \$355,372. The total annual amount of FHWA- PL/FTA funding for activities in South Carolina budgeted in the FY 2022-23 UPWP is \$769,406. South Carolina operates under a “consolidated planning grant” where PL and FTA 5303 funds are combined. The total annual amount of FHWA- PL funding for activities in North Carolina is \$130,000. As a designated recipient of FTA Funds, in FY22 GSATS is budgeting \$17,273 in NC 5303 funds, \$119,572 in 5307 funds (drawing down from FY17, FY18, and FY 19 allocations), and \$475,023 in 5310 funds. In FY 23, GSATS is budgeting \$44,117 (\$35,293 Federal, \$4,411 State, and \$4,413 Local) in NC 5303 funds (two-year apportionment), \$119,572 in 5307 funds, and \$344,252 in 5310 funds. A significant proportion of the 5310 funds will be pass through funds to eligible transit providers accounting for \$432,041 in FY 22 and \$309,827 in FY 23. GSATS is also receiving a total of \$124,000 in funding from the federal CARES Act which, will be allocated across both FY22 and FY23. GSATS will also be receiving \$59,733 in CRRSAA funds, of which \$53,760 will be awarded as pass-through funds to eligible transit sub-recipients. The FTA 5310, CARES Act, and CRRSSAA funds do not require a local match. **Table I- Proposed Funding Sources and Agency Participation** outlines each of the sources of funding and the budget for each of the task categories outlined in the UPWP.

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L No. 114-94) into law. This was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21.

Support for intercity bus and commuter vanpools- The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range transportation plan include the identification of public transportation facilities and intercity bus facilities.

Selection of MPO officials- The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to-

- Grant a representative of a transit provider authority equal to that of other MPO officials; and
- Allow a representative of a transit provider to also represent a local community.

Consultation with other planning officials- The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds tourism and the reduction of risks from natural disasters to the list of planning activities.

Scope of planning process- The FAST Act expands the scope of consideration of the metropolitan planning process to include-

- Improving transportation system resiliency and reliability;
- Reducing (or mitigating) the stormwater impacts of surface transportation; and
- Enhancing travel and tourism.

Capital investment and other strategies- The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs.

Resilience and environmental mitigation activities- The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

Transportation and transit enhancement activities- The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must include-

- Consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- Strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated).

Participation by interested parties in the planning process- The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with a reasonable opportunity to comment on the transportation plan.

Congestion management- The FAST Act adds examples of travel demand reduction strategies for congestion management in a designated Transportation Management Area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled. Potential transportation improvements must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan.

Below are key topics that were emphasized by FHWA in a letter issued in March 2015 under MAP-21. These topics continue to be priorities under the FAST Act:

MAP-21 and FAST Act Implementation- Transition to Performance Based Planning: State DOTs and MPOs were encouraged to further develop their performance management approach to transportation planning and programming, including using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. During the FY20-21 UPWP period, GSATS supported the NCDOT and SCDOT statewide targets for Pavement Quality, Bridge Condition, and Travel Time Reliability. At the February 14, 2020 Policy Committee meeting, GSATS adopted its own safety performance targets for the 2016-2020 reporting period. GSATS also established a Safety Committee in 2019 to focus attention on meeting the MPO Safety Performance Targets. The COVID-19 pandemic severely altered normal travel behavior resulting in a sudden and unexpected decrease in regionwide Vehicle Miles Traveled (VMT). This aberration also impacted the fatal and serious injury performance measure baseline data. Therefore, GSATS elected to support the SC and NC statewide safety targets for the 2017-2021 reporting period.

Regional Models of Cooperation- Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries: To improve the effectiveness of transportation decision-making, State DOTs, MPOs, and providers of public transportation were encouraged to think beyond traditional borders and adopt a coordinated approach to transportation planning, including supporting common goals, capitalizing on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries.

Ladders of Opportunity-Access to Essential Services: State DOTs, MPOs, and providers of public transportation are encouraged to identify gaps in accessing essential services, including employment, health care, schools/education, and recreation.

Planning activities are listed in the following work task categories: Program Oversight, Short Range Planning, Special Area Projects/ Studies, Plan Development, and Program Development. The FHWA planning emphasis areas were given priority in the evaluation of candidate planning objectives in the GSATS UPWP.

PUBLIC PARTICIPATION REQUIREMENTS

As one of the core planning documents that GSATS is responsible for maintaining, every effort is made to make the document accessible to the public. As subsequent versions of the UPWP are developed or an amendment to an existing UPWP is pending, GSATS follows all public notification requirements. These public notification procedures are outlined in the GSATS Public Participation Plan and are summarized below:

UPWP Adoption: A new UPWP is developed every two years to outline anticipated planning activities and corresponding funding needs over that timeframe. Prior to adoption by the Policy Committee, a public notice with a 30-day public comment period is placed on the GSATS website. The draft UPWP document is available on the GSATS website. A physical copy of the draft document is made available at the WRCOG office- 1230 Highmarket St. Georgetown, SC 29440.

UPWP Amendment/Modification: On occasion, new planning activity opportunities may occur that were not foreseen at the time of adoption of this UPWP. When those situations arise, it may require an amendment or modification to the UPWP. Prior to the approval of an amendment by the Policy Committee, a public notice with a 15-day public comment period is placed on the GSATS website. The proposed amendment is available on the

GSATS website. A physical copy of the revised document is made available at the WRCOG office- 1230 Highmarket St. Georgetown, SC 29440.

The Public Participation Plan can be accessed on the GSATS website at: www.gsats.org

FUNDING & SCHEDULING

The funding, by activity and source, for the transportation program of GSATS and agency participation (WRCOG, DOT, or Qualified Consultant) in each work task category can be found in Table I- Proposed Funding Sources and Agency Participation. Note that the budget and projected work product delivery for each activity is illustrative until approved. Individual tasks and their estimated time of completion and tracking schedules can be found in Table II-2022 and 2023 UPWP FAST Act Task Matrix. Milestones and benchmarks for activities with firm timelines are included in Table III- 2022 and 2023 UPWP Schedule of Milestones and Deliverables. Other tasks and routine activities are expected and will be continuous; however, because specific deadlines may not be reasonably anticipated they are not included in Table III.

Program Oversight					
Task ID#:	I		Time Period:	July 1, 2021- June 30, 2023	
Staffing:	SCDOT NCDOT WRCOG	SCDOT-OPT NCDOT-PTD Coast RTA	Functional Agency Responsibility:	SCDOT NCDOT WRCOG	SCDOT-OPT NCDOT-PTD Coast RTA

Objective:

The objective of this element is to administer the transportation planning program in the GSATS metropolitan planning area. Administration of the program generally includes: coordinating activities of the Policy Committee, Study Team, NCTAC and NCTCC; developing reports; and providing information to local governments and the public. Other administrative activities include the preparation of narrative and expenditure reports, financial accountability/annual audit, record keeping, billing, training, and other related activities. Staff updates the GSATS and WRCOG web pages as well as continues GSATS’ branding efforts.

Milestones:

IA. General Administration: Staff will provide assistance to the GSATS’ Policy Committee, Study Team, NCTAC, and NCTAC. Staff will convene committee meetings and maintain all pertinent records. Members of the staff will attend training sessions and seminars on urban transportation and transit planning in order to keep abreast of changing regulations, new programs, and the advancement of transportation technologies. Potential training events include NCDOT and SCDOT sponsored trainings, National Transportation Institute classes, FHWA and FTA workshops, state and national American Planning Association conferences, etc. Staff will retain membership in the Association of Metropolitan Planning Organizations, American Planning Association, Institute of Traffic Engineers, and other transportation planning organizations.

IB. Governmental/ Public Relations: An effort will be made to give officials and the general public a greater understanding and appreciation of the transportation planning process. Copies of written correspondence concerning GSATS with citizens, local governments, news media, developers, and other agencies will be maintained to provide a record of the year’s activities.

IC. Public Participation Process: All requirements pertaining to each activity specified in the PPP will be met. New public outreach strategies will be evaluated continuously. A particular focus will be to enhance the agency’s capacity in conducting public meetings virtually.

ID. UPWP Maintenance and Development: Financial accountability will be maintained through an annual audit of records and internal controls. An amendment will be pursued for any new activities that are pursued following the adoption of the UPWP.

IE. TMA Certification Review: As an MPO with a population over 200,000, GSATS is designated as a Transportation Management Area (TMA) by FHWA and FTA. GSATS must undertake a certification review process every four years to ensure that GSATS is carrying out the metropolitan planning process in adherence with federal statutes and regulations. The most recent TMA certification occurred in October 2020, resulting in a successful recertification of GSATS. Staff will continue activities and practices noted as commendable during the TMA certification process. Staff will also follow the recommendations noted during the TMA certification process and address the two corrective actions in a timely fashion.

IF. TMA Triennial Review: As an FTA grant recipient, GSATS is required to undergo a Triennial Review process, which is intended to examine grantee performance and adherence to current FTA requirements and policies. GSATS will be going through the Triennial Review process for the first time during the FY2022-23 UPWP period. The Triennial Review is currently scheduled for June 16-17, 2021.

Deliverables:

IA. Produce, maintain, and publish required documents including minutes, meeting summaries, public comments, resolutions, agreements, audits, and other records. Update www.gsats.org and www.wrcog.org accordingly.

IA. Ensure staff equipment and training resource needs are met. Equipment needs include a computer to assist with the land use data collection process during the 2045 Metropolitan Transportation Plan update. An additional traffic camera would increase staff’s ability to perform traffic counts during the TIP project evaluation process and meet other local study needs.

IA. Produce quarterly/ annual financial and programmatic reports.

IB. Maintain files for active and recently completed projects. Keep records of correspondence with elected officials, news media, and the general public.

IC. Review and update the Public Participation Plan and ensure compliance with of all Title VI requirements.

ID. The FY2022-23 UPWP will be actively reviewed and maintained. The FY2024-25 UPWP will be developed and prepared for submittal.

Task ID I: Program Oversight Financial Responsibility								
		2022			2023			Total
		Federal	State	Local	Federal	State	Local	
SC	FHWA PL & FTA 5303	\$153,881		\$38,470 (20%)	\$153,882		\$38,471 (20%)	\$384,704
NC	FHWA PL	\$52,000		\$13,000 (20%)	\$52,000		\$13,000 (20%)	\$130,000

	FTA 5303	\$4,318 (80%)	\$539 (10%)	\$541 (10%)	\$26,470 (80%)	\$3,308 (10%)	\$3,310 (10%)	\$38,486
FTA	FTA 5307	\$11,957		\$2,989 (20%)	\$11,957		\$2,989 (20%)	\$29,892
	FTA 5310	\$42,982	N/A	N/A	\$34,425	N/A	N/A	\$77,407
	FTA CRRSAA	\$5,973	N/A	N/A	\$0	N/A	N/A	\$5,973
Total:		\$271,111	\$539	\$55,000	\$278,734	\$3,308	\$57,770	\$666,462
			Note: Totals are shown rounded to whole dollars. 2023 budget and projected work product delivery is illustrative until approved. The FTA 5310 and FTA CRRSAA funds do not require a local match.					

Short Range Planning			
Task ID#:	II	Time Period:	July 1, 2021- June 30, 2023
Staffing:	WRCOG Qualified Consultant Member Jurisdictions	Functional Agency Responsibility:	WRCOG Qualified Consultant Member Jurisdictions

Objective:

The objective of this element is to maintain the land use database and road network data for the GSATS travel demand model. The land use data is also utilized by local jurisdictions in their comprehensive plan updates and other planning studies. The GSATS 2045 Metropolitan Transportation Plan (MTP) is scheduled for adoption in November 2022. Staff will be updating the regional land use database as an initial step in the MTP update process. Consultant services to update the Travel Demand Model will be pursued. GIS and TransCAD training will also be pursued in order to increase staff capacity. Consultant services to provide technical assistance in how to utilize and maintain the Travel Demand Model may be procured.

Milestones:

IIA. Land Use Data: A comprehensive review of existing land uses across the MPO region will be conducted as a preliminary step in the 2045 Metropolitan Transportation Plan update. The land use data collected is utilized to update the regional travel demand model. Data collected will be maintained in Arc GIS and TransCAD formats. Annual maintenance fees for modeling and GIS software will be paid.

IIB. Geographic Information Systems: Staff will coordinate with a working group of local GIS staff to prepare best practices for collecting land use data sets from jurisdictions within the study area. Staff will be provided GIS and TransCAD training to keep current with available programming tools and methodologies.

Deliverables:

IIA. Update the GSATS Study Area land use database used in the regional travel demand model and the updates of the 2045 Metropolitan Transportation Plan scheduled for adoption in the fall of 2022. **Note: Staff will be conducting the raw land use data. One or more consultants will be procured to update the travel demand**

model and the 2045 Metropolitan Transportation Plan. A consultant will be retained after the adoption of the MTP to assist with maintaining the travel demand model on an as needed basis.

Task ID II: Short Range Planning Financial Responsibility						
		2022		2023		Total
		Federal	20% Local	Federal	20% Local	
SC	FHWA PL & FTA 5303	\$192,351	\$48,088	\$115,411	\$28,853	\$384,703
NC	FHWA PL	\$0	\$0	\$0	\$0	\$0
	FTA 5303	\$0	\$0	\$0	\$0	\$0
FTA	FTA 5307	\$5,979	\$1,495	\$5,979	\$1,495	\$14,948
	FTA 5310	\$0	N/A	\$0	N/A	\$0
Total:		\$198,330	\$49,583	\$121,390	\$30,348	\$399,651

Note: Totals are shown rounded to whole dollars. 2023 budget and projected work product delivery is illustrative until approved.

Special Area Projects/ Studies			
Task ID#:	III	Time Period:	July 1, 2021- June 30, 2023
Staffing:	SCDOT SCDOT-OPT NCDOT NCDOT-PTD WRCOG Coast RTA Qualified Consultant Member Jurisdictions	Functional Agency Responsibility:	SCDOT SCDOT-OPT NCDOT NCDOT-PTD WRCOG Coast RTA Qualified Consultant Member Jurisdictions

Objective:

The objective of this element is to provide assistance to local governments on specific transportation problems within the region, to continue to advocate for access management standards, and work with members of the Study Team or NCTCC who are interested in developing transportation improvements. GSATS will serve as the Designated Recipient for Federal Transit Administration funds. Staff will continue to work with Coast RTA on planning related activities such as the update of the Transit Development Plan, the Multimodal Center Feasibility Study, and a system farebox study. Staff will continue to work on small area transportation studies developed in the region, such as the Georgetown County US 17 Corridor Study, which was completed during the FY20-21 UPWP period and the SC 90 Corridor Study for Horry County. To ensure federal funding eligibility, any applicable completed transportation study will be presented to the Policy committee for inclusion in the GSATS Metropolitan Transportation Plan. Staff will assist local jurisdictions in meeting their Comprehensive Planning requirements with a specific focus on the Land Use and Transportation elements. Staff will continue work with the Safety Committee, which was established during the FY20-21 UPWP period.

Milestones:

III A. Local Technical Planning Assistance: Staff will provide assistance to local governments on transportation projects upon request. These studies may be for local or regional projects. Staff will work with all parties and manage studies when requested. Upgrade staff resources by purchasing a new traffic camera and computer equipment to increase technical assistance capabilities.

III B. Transit Planning Assistance: Serve as the Designated Recipient for federal transit fund. Support regional transit providers with special studies and initiatives.

III C. Economic Development: Continue to oversee the Economic Outlook Board. Support other regional economic development activities.

III D. Human Service Coordination: Staff will evaluate FTA funding applications for consistency with the Coordinated Service Plan. Evaluate the need to update the current Human Services Coordination plan.

III E. Transportation Safety: Continue to oversee the GSATS Safety Committee. Maintain annual safety data and work with SCDOT, NCDOT, and other members of the Safety Committee to identify potential transportation improvement projects to mitigate safety concerns at targeted locations and corridors.

III F. Air Quality: Continue to oversee the Waccamaw Region Air Quality Coalition. Coordinate with SC Department of Health and Environmental Control on the dissemination of air quality data reports and information regarding other grant/community programs to coalition stakeholders.

III G. Environmental Planning/Permitting: Participate in the environmental planning and permitting activities for regionally significant transportation projects.

Deliverables:

III A. Regular attendance at training opportunities, including specialized training on unmanned aerial vehicle (drone) and TransCAD modelling.

III A. Perform traffic counts for local jurisdictions as requested. Purchase an additional traffic camera to increase resource capabilities.

III A. Assist Brunswick County with the development of the Holden Beach Causeway Corridor Study. The study will analyze existing conditions along the corridor including peak season traffic volumes, crash history, pedestrian access, and parking availability. The study will provide future design alternatives to improve the overall safety and functionality of the corridor. **Note: A consultant will be procured for this study.**

III A. Assist Sunset Beach with a Corridor Study. The study will analyze existing conditions along the NC904 corridor including peak season traffic volumes, crash history and overall functionality. The study will provide future design alternatives to improve the overall safety and functionality of the corridor. **Note: A consultant will be procured for this study.**

III A. Assist the Town of Shallotte with a Collector Street Plan. The plan will analyze the existing network for issues of connectivity and recommend potential extensions. The plan will provide future design alternatives to improve the overall safety and functionality of the street network. **Note: A consultant will be procured for this study.**

III B. Serve as the Designated Recipient of federal transit funds.

III B. Support Coast RTA in the initiation of the transit system fare box study. The study will explore fare collection options and assess current fare rates to ensure long-term system viability. **Note: A consultant will be procured for this study during this UPWP period.**

III B. Support Coast RTA with funding a long-range transit system needs assessment. The study will examine ridership on current routes and explore viability of new fixed routes to expand services in the region. Long-term facility and vehicle fleets needs will also be analyzed. **Note: A consultant will be procured for this study during this UPWP period.**

III C. Update the Comprehensive Economic Development Strategy. Facilitate meetings with the Economic Outlook Board.

III D. Review Human Services Coordination Plan and determine if an update is needed.

III E. Facilitate regular meetings of the Safety Committee. Coordinate with the SCDOT Safety Office to maintain annual fatal crash data for review by the Safety Committee and to assist with the evaluation or FAST Act Safety Performance Measures. Conduct site visits and collect aerial imagery via drone at locations identified

as having a safety issue. Participate in SCDOT led Road Safety Audit studies that are conducted in the GSATS region.

III F. Facilitate regular meetings of the Waccamaw Air Quality Coalition.

III G. NCDOT/SCDOT Carolina Bays Parkway Merger Process: Staff will continue to participate in the project’s environmental impact study development and public outreach process.

III G. Staff will continue to update the Study Team, NCTCC, NCTAC, and the Policy Committee on updates regarding the Carolina Bays Extension project. Staff will coordinate with SCDOT, NCDOT, and the project consultant on public outreach efforts and responses to citizen inquiries.

Task ID III: Special Area Studies Financial Responsibility						
		2022		2023		Total
		Federal	Local	Federal	Local	
SC	FHWA PL & FTA 5303	\$76,942	\$19,236	\$192,351	\$48,088	\$336,617
NC	FHWA PL	\$0	\$0	\$0	\$0	\$0
	FTA 5303	\$0	\$0	\$0	\$0	\$0
	STBG-DA*			\$32,000	\$8,000	\$40,000
NC	STBG-DA#			\$105,000	\$45,000	\$150,000
NC	STGB-DA@			\$75,000	\$25,000	\$100,000
FTA	FTA 5307	\$59,786	\$14,947	\$59,786	\$14,947	\$149,466
	FTA 5310	\$0	N/A	\$0	N/A	\$0
	FTA CARES	\$31,000	N/A	\$31,000	N/A	\$62,000
Total:		\$199,728	\$42,183	\$495,137	\$141,035	\$798,123
<p>Note: Totals are shown rounded to whole dollars. 2023 budget and projected work product delivery is illustrative until approved. The FTA CARES Act funds does not require a local match. *Holden Beach Causeway Corridor Study (20% Local Match) # Shallotte Collector Street Plan (30% Local Match) @ NC904 Corridor Study (25%Local Match)</p>						

Plan Development			
Task ID#:	IV		Time Period: July 1, 2021- June 30, 2023
Staffing:	SCDOT NCDOT WRCOG Qualified Consultant	SCDOT-OPT NCDOT-PTD Coast RTA	Functional Agency Responsibility: SCDOT NCDOT WRCOG Coast RTA

Objective:

The objective of this element is to prepare the 2045 GSATS MTP for adoption in the fall of 2022. A review and update of the Congestion Management Process document is also scheduled during this UPWP period. Staff will ensure that the Public Participation Plan and Title VI Plan is being followed and new requirements are incorporated into these documents as needed.

Milestones:

IV A. Metropolitan Transportation Plan: The 2045 Metropolitan Transportation Plan is scheduled for adoption in November 2022. In preparation for the process, staff will be collecting land use data as described in UPWP Task Category II- Short Range Planning. Staff will also be working with local and county jurisdictions on 2020 Census data analysis to determine potential changes to the GSATS Study Area boundaries and other long-term population projection implications. **Note: A consultant will be procured to facilitate the MTP planning process and produce the final document.**

IV B. Congestion Management Process: The Congestion Management Process is a requirement for designated TMAs. GSATS is due to review and update the CMP document. **Note: A consultant will be procured to assist with the update of the CMP document.**

IV C. Public Participation Process: Staff will evaluate public input received and consider changes to the current plan. An emphasis of the evaluation will be to review virtual outreach methods that were necessitated during the COVID-19 pandemic. Efforts will continue to give officials and the general public a greater understanding and appreciation of the transportation planning process.

IV D. Title VI Requirements: GSATS will continue to review Title VI requirements put forth in federal regulations and will update the Title VI as needed.

IV F. Statewide Planning Initiatives: Participate in statewide planning initiatives hosted by NCDOT, SCDOT, FHWA, or FTA.

Deliverables:

IV A. Prepare and adopt the 2045 Metropolitan Transportation Plan scheduled for November 2022. The 2045 MTP will incorporate the new land use data collected as part of the Travel Demand Model update. Project prioritization will be updated based on the projections of the Travel Demand Model along with the other project scoring criteria. **Note: A consultant will be procured for this task.**

IV B. Review and update the GSATS CMP document. The update will examine the impact of recent projects on the corridors currently identified in the CMP and any new corridor segments that warrant inclusion in the updated CMP. Congestion related data sources will be explored to improve analysis and ability to evaluate congested corridors on a recurring basis. **Note: A consultant will be procured for this task.**

IV C. Staff will continue to follow public outreach guidelines outlined in the PPP document. The www.gsats.org website will be updated regularly with all public notices, meeting agendas, and recent meeting minutes.

IV D. Staff will continue to follow requirements outlined in the GSATS/WRCOG Title VI Plan. Staff will attend trainings pertaining to Title VI requirements and disseminate pertinent information to members of the Study Team, Policy Committee, NCTAC, and NCTCC.

IV E. Participate in statewide planning initiatives and workgroups coordinated by NCDOT, SCDOT, FHWA, FTA, NC Association of Metropolitan Organizations, etc.

Task ID IV: Plan Development Financial Responsibility						
		2022		2023		Total
		Federal	20% Local	Federal	20% Local	
SC	FHWA PL & FTA 5303	\$192,351	\$48,088	\$153,881	\$38,470	\$432,790
NC	FHWA PL	\$52,000	\$13,000	\$52,000	\$13,000	\$130,000
	FTA 5303	\$0	\$0	\$0	\$0	\$0
FTA	FTA 5307	\$29,893	\$7,473	\$29,893	\$7,473	\$74,732
	FTA 5310	\$0	N/A	\$0	N/A	\$0

	FTA CARES	\$31,000	N/A	\$31,000	N/A	\$62,000
	Total:	\$305,244	\$68,561	\$266,774	\$58,943	\$699,522
<p>Note: Totals are shown rounded to whole dollars. 2023 budget and projected work product delivery is illustrative until approved. The FTA CARES Act funds does not require a local match.</p>						

Program Development and Maintenance					
Task ID#:	V		Time Period:	July 1, 2021- June 30, 2023	
Staffing:	SCDOT	SCDOT-OPT	Functional Agency Responsibility:	SCDOT	SCDOT-OPT
	NCDOT	NCDOT-PTD		NCDOT	NCDOT-PTD
	WRCOG	Coast RTA		WRCOG	Coast RTA

Objective:

The objective of this element is to update and maintain the FY 2022-2028 Transportation Improvement Program (TIP) and the FY 2020-2028 Transportation Alternatives Program (TAP). Amendments to the TIP or TAP are presented to the Policy Committee for approval. Public comment is solicited as outlined by the requirements included in the Public Participation Plan (PPP). Staff will continue to coordinate with SCDOT and NCDOT on the development and evaluation of FAST Act Performance Measures. Staff will continue to coordinate with the NCTCC, NCTAC, and NCDOT Division 3 staff on the development and submittal of projects in the NCDOT SPOT process. Staff will oversee the allocation of FTA 5310 and CRRSAA funds to eligible transit providers.

Milestones:

V A. Transportation Improvement Program (TIP): Staff will continue to monitor the progress of projects included in the TIP. Staff will coordinate with SCDOT/ NCDOT project managers to incorporate project specific schedule or funding changes. Staff anticipates facilitating the incorporation of new South Carolina TIP projects from the 2040 MTP in FY22. Staff will continue to oversee project selection in the NCDOT SPOT 6.0 process. Staff will review project proposals and present recommendations from the Study Team, NCTCC, and NCTAC to the Policy Committee.

V B. SCDOT Transportation Alternatives Program (TAP): Historically, GSATS has set aside 80% of available SCDOT TAP funds towards the completion of the spine route of the East Coast Greenway, with the remaining 20% of funding available for additional project proposals. Staff anticipates facilitating a call for new TAP projects in FY22. Selected projects will be incorporated into the TAP.

V C. NCDOT Direct Attributable Funds Program (DA): Staff is currently working with NCDOT Division 3 staff and local jurisdictions on the completion of projects selected in a call for projects that occurred in FY19. Staff is evaluating the need to facilitate a new call for projects during the upcoming FY22- FY23 UPWP period.

V D. FAST Act Performance Measure Compliance: Staff will coordinate with NCDOT and SCDOT on the review of the performance measures pertaining to safety, bridge condition, pavement quality, and travel time savings.

V E. FTA Funding Allocation: As a designated recipient of FTA funds, GSATS oversees the allocations of funds to eligible transit providers in the MPO region. GSATS plans to issue a call for projects in FY 22 and FY23 utilizing FTA 5310 funding. GSATS will also have funding in FY22 to award eligible sub-recipients made available through the CRRSAA Act. All of the FTA5310 and CRRSAA Act funds are pass-through funds to the awarded sub-recipients with the exception of the administrative funds retained by GSATS as noted in the appendix **Table I- Proposed Funding Sources and Agency Participation**

Deliverables:

V A. Staff will review and update the Local Input Point Methodology as part of the Regional Impact and Division Needs phases of the NCDOT SPOT 6.0 project selection process.

V A. Staff will continue to oversee the administration of the current TIP and facilitate all modifications and amendments in coordination with SCDOT and NCDOT staff. TIP amendments will proceed through the Public Notice requirements outlined in the PPP and be presented to the NCTAC or Policy Committee for approval. Staff will continue to monitor all project participation agreements.

V A. Staff anticipates selecting new projects from the 2040 MTP for inclusion in the TIP in FY 22.

V B. Staff anticipates facilitating a call for new TAP projects in the SC portion of the Study Area in FY22.

V C. Staff will evaluate the need to issue a call for new DA projects in the NC portion of the Study Area in the FY22-FY23 UPWP period.

V D. Staff will review the annual FAST Act SCDOT and NCDOT statewide safety performance targets and will consult with the Study Team, NCTCC, NCTAC, and Policy Committee to determine if GSATS-level safety targets are warranted.

V E. Oversee the allocation of FTA 5310 and CRRSAA Act funds to eligible transit providers in the region.

		Task ID V: Program Development and Maintenance Financial Responsibility						
		2022			2023			Total
		Federal	State	Local	Federal	State	Local	
SC	FHWA PL & FTA 5303	\$153,881		\$38,470	\$153,881		\$38,470	\$384,702
NC	FHWA PL	\$26,000		\$6,500	\$26,000		\$6,500	\$65,000
	FTA 5303	\$12,955 (80%)	\$1,619 (10%)	\$1,620 (10%)	\$8,823 (80%)	\$1,103 (10%)	\$1,103 (10%)	\$27,223
FTA	FTA 5307	\$11,957		\$2,989	\$11,957		\$2,989	\$29,892
	FTA 5310	\$432,041	N/A	N/A	\$309,827		N/A	\$741,868
	FTA CRRSAA	\$53,760	N/A	N/A	\$0		N/A	\$53,760
Total:		\$690,594	\$1,619	\$49,579	\$510,488	\$1,103	\$49,062	\$1,302,446
		Note: Totals are shown rounded to whole dollars. 2023 budget and projected work product delivery is illustrative until approved.						

		<p>The FTA 5310 and FTA CRRSAA funds do not require a local match. The FTA 5310 and FTA CRRSAA funds are pass-through funds that will be allocated to eligible transit sub-recipients</p>
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SUMMARY OF ANTICIPATED CONSULTANT NEEDS

To execute all of the activities outlined in this Unified Planning Work Program, it is anticipated that consultants will be procured to facilitate the completion of some of the task activity deliverables described in this document. Below is a table summarizing the specific deliverables where consultants will be procured.

FY22-23 Anticipated Consultant Services Needs	
Work Task Deliverable	Task #
2045 Metropolitan Transportation Plan Update	IV A
GSATS Travel Demand Model Update	II A
Congestion Management Process- Data review and document update	IV B
Coast RTA- Transit system fare box study	III B
Coast RTA- long-range transit system needs assessment	III B
Brunswick County- Holden Beach Causeway Corridor Study	III A
SC 90 Corridor Study	III A