

## Performance Measures and Targets

Performance management uses information collected from the system to make investment and policy decisions. Performance-Based Planning and Programming (PBPP) refers to the methods transportation agencies use to apply performance management within their planning and programming processes to ensure that long-term and short-term transportation investment decisions are based on the ability to meet established goals. As a federal requirement, MPOs are responsible for developing LRTPs and TIPs through a performance-driven, outcome-based approach to planning. This involves measuring regional performance in seven national goal areas: Safety, Infrastructure Condition, System Reliability, Freight Movement and Economic Vitality, Congestion Reduction, Environmental Stability, and Reduced Project Delivery Delay. Each of these goal areas has been assigned one or more performance measures, for which GPATS is required to set targets for over the following years. Some of these targets have already been set and are listed below. For more details about the target setting process please refer to the Horizon2040 Long Range Transportation Plan, which can be found at <http://www.gpats.org/plans/horizon2040>. All projects programed into the TIP are done so with meeting at least one or more of these targets in mind.

### *Safety*

Safety is extremely important in the GPATS region and the State. SCDOT evaluated and was required to report on safety targets for five measures on August 31, 2017. GPATS Policy Committee elected to adopt and support the State's targets during the 2018 performance period. SCDOT set new safety targets on August 31<sup>st</sup>, 2018. GPATS is currently still operating off the 2018 performance period targets, but is currently re-evaluating these targets and must elect to once again adopt the State's targets by or on February 27<sup>th</sup>, 2019 or set different targets specific to the GPATS region. The current GPATS targets can be found below:

SAFETY TARGETS BASELINE (2012-2016 AVERAGE)					
	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	890.2	1.75	3194.4	6.3	376.4
SC Targets	970.4	1.81	3067.0	5.71	371.3
GPATS Baseline	92.2	1.77	325.4	6.33	42.2

### *Transit Asset Management (TAM)*

Transit Asset Management (TAM) plans have been employed to inform the distribution of transit funds based on the condition of transit assets. South Carolina has created a Group TAM Plan for rural transit agencies in the state, and larger transit agencies have been tasked with creating their own TAM plans to serve their differing needs. Due to this, Greenlink and CATbus have created separate TAM plans with annual targets for different asset classes. Targets have been established for 2019-2023. GPATS is not required to create a TAM plan of its own, as the MPO is only the designated recipient of FTA funds. However, GPATS has adopted one set of TAM targets for the region for 2019 and will re-evaluated them each year to ensure equal support of both CATbus and Greenlink. All transit funding decisions made in the TIP will consider these targets moving forward. The 2019 TAM targets can be found below:

TRANSIT ASSET MANAGEMENT TARGETS (2019)								
	Bus	Trolley	Articulated Bus	Cutaway	Mini-van	Van	Truck	Car
CATbus	80%	N/A	50%	N/A	N/A	5%	30%	N/A
Greenlink	25%	0%	N/A	13%	N/A	0%	0%	0%
GPATS	80%	0%	50%	13%	N/A	5%	30%	0%

TRANSIT ASSET MANAGEMENT TARGETS (2019)				
	SUV	Non Revenue/ Service Automobile	GPSUnits	Terminal/ Administration
CATbus	N/A	60%	2%	5%
Greenlink	0%	N/A	N/A	0%
GPATS	0%	60%	2%	5%

### *Infrastructure Condition*

South Carolina is in need of extensive infrastructure repair and replacement. Specifically, the GPATS region needs extensive repairs to its non-Interstate National Highway System. GPATS Guideshare funding does not typically cover repaving. However, any GPATS project that is programmed and completed will improve the infrastructure in that area. Federal Regulations required state departments of transportations (DOTs) to establish and report quadrennial (4-year) targets for six infrastructure condition performance measures by May, 20th 2018. SCDOT created 4 –year targets for Interstate pavement condition and 2- and 4-year targets for non-Interstate pavement condition and bridge conditions. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. Future projects programed into the TIP will consider these targets, which can be seen below.

Infrastructure Condition Targets & Baseline (2016 Average)			
	Pavement (Interstate)	Pavement (Non-Interstate NHS)	Bridges
SC Baseline	61.4% Good 1.7% Poor	10% Good 2.6% Poor	41.6% Good 4.2% Poor
SC 2-Year Targets	N/A	14.9% Good 4.3% Poor	42.2% Good 4% Poor
SC 4-Year Targets	71% Good 3% Poor	21.1% Good 4.6% Poor	42.7% Good 6% Poor
GPATS Baseline	68.67% Good 0.36% Poor	2.98% Good 28.75% Poor	95.9% Good 4.1% Poor

### *System & Freight Reliability*

System reliability refers to the amount of time a user spends traveling through a roadway and whether this time is consistent with the travel time the road is expected to facilitate. GPATS sees most of its unreliability on the Interstate system, largely due to ongoing construction projects and/or capacity deficiencies. Federal regulations required state DOTs to establish and report 4-year targets for three system and truck travel time reliability performance measures by May, 20th 2018. For the 2019 performance period, GPATS Policy Committee elected to adopt and support the State targets on October 15th, 2018. All projects programmed into the TIP will consider positive and negative impacts to system and freight reliability. The targets can be found below:

System & Freight Reliability Targets & Baseline			
	Travel Time Reliability (Interstate)	Travel Time Reliability (Non-Interstate NHS)	Truck Travel Time Reliability
SC Baseline	94.8% person-miles traveled that are reliable	89.8% person-miles traveled that are reliable	1.34 on TTTR Index
SC 2-Year Target	91% person-miles traveled that are reliable	N/A	1.36 on TTTR Index
SC 4-Year Target	90% person-miles traveled that are reliable	81% person-miles traveled that are reliable	1.45 on TTTR Index
GPATS Baseline	89% person-miles traveled that are reliable	92% person-miles traveled that are reliable	1.58 on TTTR Index