

Performance Measures and Targets

Performance management uses information collected from the system n 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 goals 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. South Carolina has the highest fatality rate in the nation, and in response announced a long-term goal of zero traffic-related deaths in the Strategic Highway Safety Plan called Target Zero. As required by Federal Regulation, SCDOT evaluated and was required to report on safety targets for five measures on August 31, 2017 and again on August 31, 2018. On February 25, 2019, GPATS Policy Committee elected to adopt and support the State’s targets during the 2019 performance period. These targets will continue to be reviewed and modified annually. The current GPATS targets can be found below:

SAFETY TARGETS BASELINE (2013-2017 AVERAGE)					
	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	915	1.75	3088	5.94	381
SC Targets	988	1.79	2986	5.42	380
GPATS Baseline	93.4	1.72	335.8	6.26	44.8

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: