

FEDERAL REQUIREMENTS

Targets

- GPATS is required to establish performance targets no later than 180 days after SCDOT or a public transportation operator sets performance targets.
- For each performance measure, the policy committee will either decide to support a statewide target or establish a quantifiable target specific to the planning area.
- SCDOT, MPOs, and public transit operators must coordinate performance measure targets to ensure consistency to the extent practicable.

Reporting

- *Horizon 2040* must describe the performance measures and targets, evaluate the performance of the transportation system, and report on progress made.
- The TIP must link investment priorities to the targets in the LRTPs and describe, to the extent practicable, the anticipated effect of the program on achieving established targets.
- GPATS must also report to SCDOT the baseline roadway transportation system condition, performance data, and progress toward achieving targets.

Assessments

- FHWA and FTA will not directly evaluate GPATS' progress toward meeting performance measure targets. Instead, GPATS' performance will be assessed as part of regular cyclical transportation planning process reviews, including Transportation Management Area certification reviews, small MPO self-certification reviews, and the Federal Planning Finding, which is associated with approval of the STIP.
- FHWA will determine if SCDOT has met or made significant progress toward selected targets for the highway system.

SAFETY

South Carolina has the highest traffic fatality rate in the nation. It is 67% higher than the national rate and 40% higher than the states in the Southeast. Reducing the number of transportation-related collisions, injuries, and fatalities is SCDOT's highest priority and makes safety everyone's business. In 2011, the Director of the South Carolina Department of Public Safety (SCDPS), who also serves as the Governor's Representative for Highway Safety in South Carolina, announced the Agency's goal of zero traffic-related deaths for the State. This goal, also strongly supported by SCDOT and the South Carolina Department of Motor Vehicles, became the starting point for the State's update of the strategic highway safety plan (SHSP), entitled Target Zero. Target Zero is an aspirational goal for South Carolina and is based on the philosophy that no fatalities are acceptable. The state will set targets advancing this goal during the next 20 years. For more information on statewide efforts to reach this goal, see Appendix E (see <http://www.gpats.org/plans/horizon2040>).

Safety Needs within the GPATS Region

SCDOT provided a safety workshop for GPATS with data specific to the study area boundary. The workshop examined the crash data within the GPATS region to provide some perspective on what safety problems the region is experiencing. Potential focus areas include:

- Roadway departure
- Intersections
- Access management
- Non-motorized roadway users

These areas could be influenced by GPATS as a project moves through the planning, programming, and delivery process.

More detail on these problem areas and traditional engineering countermeasure techniques can be found in Appendix E (see <http://www.gpats.org/plans/horizon2040>).

Safety Strategies

The safety of the regional transportation system is a top priority for GPATS. Therefore, additional GuidesShare funding has been allocated in the *Horizon 2040* financial plan for safety and intersection improvements. Making these projects a priority should help move the baseline and improve overall safety in the coming years.

Safety Targets

SCDOT evaluated and was required to report its fourth* round of safety targets for the five measures on August 31, 2021. This action started the 180-day clock for GPATS to take action to either set region-specific targets or accept and support the state's targets.

When setting safety performance targets for the state, statisticians performed extensive analysis of the data related to each measure (i.e., traffic fatalities and severe injuries and vehicle miles traveled). South Carolina used a seven-data-point graphical analysis with a five-year rolling average. After the data points were plotted and graphical representations of the data were created, trend lines were added to predict future values. The trend lines were based on linear and non-linear equations with R-squared (i.e., best fit measure) values.

Using the models, statisticians predicted the values for the current year. Examining current and planned education and engineering safety initiatives, they estimated reductions in fatalities and severe injuries to calculate the state’s safety performance targets. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPOs and COGs to deliver a presentation on the state’s target-setting methods. The tables below shows GPATS and South Carolina baseline information, the state’s targets, and safety targets set by regional transit agencies in their safety plans.

For the 2022 performance period, GPATS has elected to accept and support the state’s safety targets for all five safety performance measures. This means GPATS will:

- Address areas of concern for fatalities or serious injuries within the region, coordinating with SCDOT and incorporating safety considerations on all projects
- Integrate safety goals, objectives, performance measures, and targets into the planning process
- Include the anticipated effect on achieving the targets noted above within the TIP, linking investment priorities to safety target achievement

2018 - 2022 SAFETY TARGETS (2016-2020 BASELINE AVERAGE)

	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injury Rate*	Non-motorized
SC Baseline	1023	1.838	2877.2	5.162	440.8
SC Targets	1061	1.82	2850	4.892	500
GPATS Baseline	100.4	1.67	325.6	5.404	52.4

2021 TRANSIT SAFETY TARGETS

Transit Provider	Mode of Transit Service	Fatalities (Total)	Fatality Rate**	Injuries (Total)	Injury Rate**	Safety Events (Total)	Safety Event Rate**	System Reliability***
CATbus	Fixed Route	0	0.00	17	1.51	3	0.09	9,054
	Demand Response/ Paratransit	0	0.00	1	0.03	3	0.09	16,002
Greenlink	Fixed Route	0	0.00	15	1.72	19	2.26	37,383
	Demand Response/ Paratransit	0	0.00	1	0.94	1	1.56	32,073

*Rates are based on the unit per 100 million vehicle miles traveled
 **Rates are based on the unit per 100 thousand vehicle revenue miles
 ***Reliability is determined based on vehicle revenue miles/ failures

Next steps

Additional Measures Coming Soon

In the future, GPATS will need to decide whether it will support state targets or set its own targets for other federally-required performance measures related to congestion reduction, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The performance measures will be added to this document until the next LRTP update. At that point, GPATS will fully integrate a performance-based LRTP, combining the PBPP with LRTP elements and the associated decision-making processes.

Previous Target Adoption Dates:
 May 2021 February 2019
 February 2021 November 2017
 October 2020
 October 2019