

are not limited by any boundaries. Just as intersection improvements on SC 153 in Anderson County, which can be currently seen in the GPATS TIP, received safety points from GPATS, the intersection improvement project of US 76 and S-72 in Laurens County targets similar problems and received safety points from the State.

Safety Targets and Baseline Data					
	# Traffic Fatalities	Fatality Rate*	# Severe Injuries	Severe Injury Rate*	# Non-Motorized Fatalities and Severe Injuries
SC Baseline (2015 – 2019)	1005.8	1.821	2966.6	5.378	413.4
GPATS Baseline (2015 – 2019)	98.6	1.66	335.4	5.638	51.2
SC 2020 Targets	1005	1.76	2950	5.35	440

\*Fatality rate and severe injury rate are based on the traffic fatalities or severe injuries per 100 million vehicle miles traveled.

Transit Safety Data								
Transit Agency	Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Severe Injuries (Total)	Severe 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	14	1.50	23	2.40	15,841
	Demand Response/ Paratransit	0	0.00	0	0.46	1	0.91	55,013

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

\*\*Reliability is determined by vehicle revenue miles/failures per 100 thousand miles

### *Transit Asset Management (TAM)*

Transit Asset Management (TAM) Plans have been employed by the State and local transit agencies to inform the distribution of transit funds. Transit funding decisions are based on the condition of transit assets in an attempt to maintain a state of good repair. South Carolina has created a Group TAM Plan for rural transit agencies in the State, but these plans are generally done in house by larger transit agencies and are then supported by the local MPO. The state of an asset is determined by measuring the percentage of each asset class that has met or exceeded its useful life benchmark (ULB). Greenlink, the Greenville area’s transit agency, and Clemson Area Transit have set their own targets. They can be found below. Targets for FY 2021 and 2022 can be found in their TAM Plans. 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 the targets set by the region’s transit agencies. All transit funding decisions made in the TIP and LRTP will consider these targets moving forward.

Greenlink 2021 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Bus	% of rolling stock that has met or exceeded ULB	20%
	Trolley Bus	% of rolling stock that has met or exceeded ULB	0%
	Cutaway Bus	% of rolling stock that has met or exceeded ULB	75%
Equipment	SUV	% of vehicles that have met or exceeded their ULB	65%
	Van	% of vehicles that have met or exceeded their ULB	0%
	Truck	% of vehicles that have met or exceeded their ULB	0%
	Car	% of vehicles that have met or exceeded their ULB	0%
Facilities	100 W. McBee (Terminal)	% of facilities with a condition rating below 3.0 on TERM Scale	0%
	154 Augusta St (Maintenance Garage)	% of facilities with a condition rating below 3.0 on TERM Scale	0%

Clemson Area Transit 2021 Transit Asset Management Targets			
Category	Class	Performance Measure	Target
Rolling Stock	Articulated Bus	% of revenue vehicles that have met or exceeded their ULB	0%
	Bus	% of revenue vehicles that have met or exceeded their ULB	20%
Equipment	Trucks and other Rubber Tire Vehicles	% of vehicles that have met or exceeded their ULB	0%
Facilities	Administration	% of facilities with a condition rating below 3.0 on TERM Scale	0%

### *Infrastructure Condition*

South Carolina, which has one of the largest state-owned roadway systems in the United States, is in need of extensive infrastructure repair and replacement. 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.

Pavement condition was calculated by comparing road segments to multiple different thresholds, including the International Roughness Index (IRI), percent cracking, percent rutting, and percent faulting on a scale of good to poor. If all metrics rated “good,” the segment was considered in good condition. If two or more metrics rated “poor,” the segment was considered in poor