

PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals set for the multimodal transportation systems in the MPO study area. Performance management has been increasingly utilized over the past two decades and is systematically applied on a regular ongoing basis. This process provides key information to decision makers allowing them to understand the consequences of investment decisions across transportation assets and modes. It is also credited with improving project and program delivery and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) refers to transportation agencies' application of performance management as standard state of the practice in the planning and programming processes. An areas PBPP process is required to be included within:

- Long-range transportation plans (LRTPs)
- Other plans and processes (including those that are federally required, such as Strategic Highway Safety Plans, Asset Management Plans, the Congestion Management Process, Transit Agency Asset Management Plans, and Transit Agency Safety Plans, etc.)
- Statewide and metropolitan Transportation Improvement Programs (STIPs and TIPs), which are programming documents housing the anticipated projects an agency intends to implement with federal funding.

The goal of PBPP is to ensure that transportation investment decisions— both long-term planning and short-term programming—are based on the ability to meet established goals.

The foundation of Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act highway programs is to transform transportation decision making to performance- based outcomes. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MPOs are also responsible for developing LRTPs and TIPs "through a performance-driven, outcome-based approach to planning."

SPATS and other MPOs are now developing their PBPP process to meet federal requirements—including requirements for tracking specific measures and setting targets—and to meet the unique planning needs of the MPO.

The LRTP and TIP become PBPP when the SPATS MPO:

- Sets measurable goals and objectives for the transportation system;
- Selects performance measures and sets targets for desired performance outcomes;
- Gathers data and information to monitor and analyze trends;
- Uses performance measures and data to inform investment decisions; and,

- Monitors, analyzes, and reports decision outputs and performance outcomes.

In addition to meeting the federal PBPP requirements, PBPP will help the SPATS MPO better communicate our region-specific performance story. PBPP will assist the SPATS MPO decision-makers to make both policy and project decisions. Needs continue to outweigh resources available for transportation improvements and PBPP requires these difficult decisions be weighed utilizing tradeoff analysis and focusing on data specific performance outcomes. The result will be enhanced accountability and transparency within the MPO planning process.

This document is meant to serve as a bridge as the SPATS MPO transitions from the traditional transportation planning process to a more strategic PBPP. This document describes:

- National Goal Areas and Measures;
- Federal Requirements;
- Safety Goal Area and Targets;
- Pavement and Bridge Condition Targets;
- System and Truck Travel Time Reliability;
- Transit Performance;
- Next steps for the SPATS MPO to build its PBPP practices, process, and policies.

NATIONAL GOAL AREAS

Highway Performance – Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act.



The following table describes these national goal areas, rulemakings, performance areas, and prescribed measures. It should be noted that the SPATS MPO can take on additional measures beyond what is described, however, what is outlined on the next page must be addressed at a minimum.

SPATS Metropolitan Planning Organization | **Transportation Improvement Plan Narrative 2021 - APPENDIX**

Highway Performance Measures

	National Goal	Performance Area	Performance Measure
PM 1	Safety- <i>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</i>	Injuries & Fatalities	<ul style="list-style-type: none"> • Number of fatalities • Fatality rate (per 100 million vehicle miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle miles traveled) • Number of non-motorized fatalities and non-motorized serious injuries
PM 2	Infrastructure Condition – <i>To maintain the highway infrastructure asset system in a state of good repair</i>	Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements on the Interstate System in Good condition • Percentage of pavements on the Interstate System in Poor condition • Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition • Percentage of pavements on the non-Interstate NHS in Poor condition
		Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition • Percentage of NHS bridges classified as in Poor condition
	System Reliability - <i>To improve the efficiency of the surface transportation system</i>	Performance of the National Highway System	<ul style="list-style-type: none"> • Percent of person miles traveled on the Interstate System that are reliable • Percent of person miles traveled on the non-Interstate NHS that are reliable
PM 3	Freight Movement and Economic Vitality- <i>To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development</i>	Freight Movement on the Interstate System	<ul style="list-style-type: none"> • Truck Travel Time Reliability Index
	Congestion Reduction – <i>To achieve a significant reduction in congestion on the National Highway System</i>	Traffic congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay per capita • Percent of non-single-occupant vehicle travel

<p>Environmental Sustainability* - <i>To enhance the performance of the transportation system while protecting and enhancing the natural environment</i></p>	<p>On-Road Mobile Source Emissions*</p>	<p>Total emissions reduction* <small>*only applies in non-attainment or maintenance areas over a prescribed population threshold. Feel free to delete if it doesn't apply to your MPO.</small></p>
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Transit Performance

Recipients of public transit funds—which can include states, local authorities, and public transportation operators—are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated. The table below identifies performance measures outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management. The SPATS MPO most recently coordinated with public transit providers for the TAMP and the December 2020 Safety Plan.

TRANSIT PERFORMANCE MEASURES		
National Goal	Transit Performance Area or Asset Category	Performance Measure
Safety	Fatalities	Total number of reportable* fatalities and rate per total vehicle revenue miles by mode
	Injuries	Total number of reportable* injuries and rate per total vehicle revenue miles by mode
	Safety Events	Total number of reportable* events and rate per total vehicle revenue miles by mode
	System Reliability	Mean distance between major mechanical failures by mode
Infrastructure Condition	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark

(State of Good Repair: Transit Asset Management)		(ULB)
	Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale

Safety Performance Targets							
The targets listed below are based on reviews of the previous five years of SMCTransportation's safety performance data.							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability failures (per VRM)
Demand Response	0	0	12	.81	16	1.08	37,075

Safety Performance Targets							
The targets listed below are based on reviews of the previous five years of SPARTA's safety performance data.							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route	0	0	7	2.4	5.8	1.94	7,768

FEDERAL REQUIREMENTS

Targets

- The MPO 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 decide to commit to support a statewide target, or to establish a quantifiable target specific to the planning area.
- SCDOT, MPOs, and public transit operators must coordinate targets for performance measures to ensure consistency to the maximum extent practicable.

Reporting

- The LRTP 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 maximum extent practicable, the anticipated effect of the program toward achieving established targets.
- The MPO must also report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to SCDOT.

Assessments

- FHWA and FTA will not directly evaluate the MPO progress towards meeting targets for required performance measures. The MPOs 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 associated with approval of the STIP. (SPATS is currently classified as a small MPO).
- FHWA will determine if SCDOT has met or made significant progress towards attaining the selected targets for the highway system.

SAFETY

The State of South Carolina has the highest 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 the SCDOT’s highest priority and makes safety everyone’s business. In 2011, the Director of the SC 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 the South Carolina Department of Transportation (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 target for South Carolina based on the philosophy that no fatalities are acceptable for any household. The state will set targets advancing towards this goal over the next 20-years.

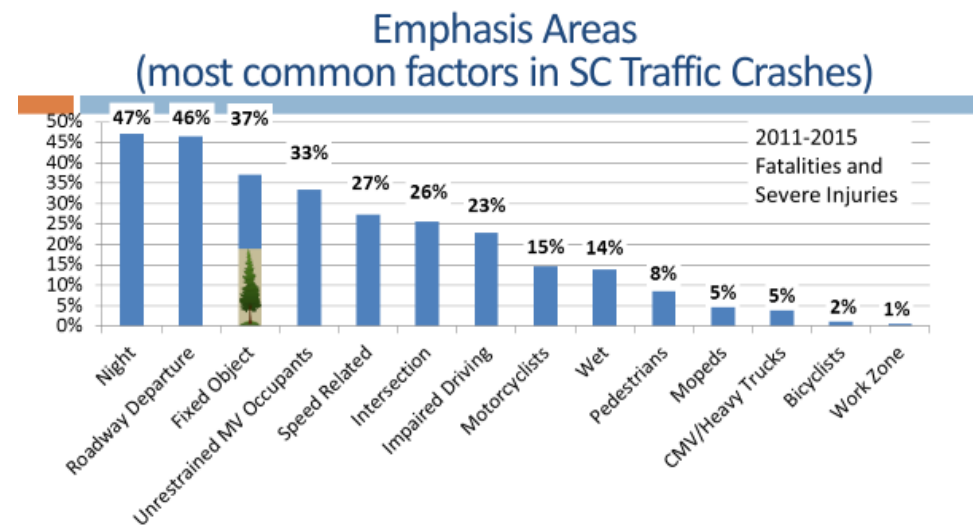
There are several factors to roadway safety, many are contributed to human behaviors that are personal decisions that could only be swayed by public education and enforcement campaigns. However, there are targeted safety improvements that can be tailored to individual corridors that can provide a driver with a more forgiving roadway. These design considerations work to keep a vehicle on the road and/or allow the driver to safely recover the vehicle should it depart the roadway. By focusing scarce resources on engineering

solutions, South Carolina is striving to move the needle in a positive direction. Each MPO is a key partner in this process. SCDOT has initiated a Rural Road Safety Program that will address and tailor safety solutions to high-risk rural corridors throughout the State. The MPOs will focus safety consideration on projects being implemented within the State’s urban areas.

SAFETY NEEDS

Statewide Needs -The Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries.

The Emphasis Areas presented in SC’s SHSP were identified using a data-driven process consisting of extensive analysis of fatal and severe injury collision data from 2008 to 2012. This analysis revealed the following emphasis areas for the State: Roadway Departure, Unrestrained Motor Vehicle Occupants, Speed-Related, Vulnerable Roadway Users (Motorcyclists, Pedestrians, Moped Operators, and Bicyclists), Intersection and Other High Risk Roadway Locations (Work Zones and Railroad Crossings), Impaired Driving, Age-Related (Young Drivers: 19-24 years of age and Older Drivers: 65 or more years of age), Commercial Motor Vehicles/Heavy Trucks, and Safety Data Collection, Access, and Analysis. South Carolina’s SHSP titled Target Zero, can be found at <https://scdps.sc.gov/tz>. The chart above represents the crashes related to each emphasis area, note a single crash may have multiple factors identified. This chart has been updated from the SHSP based on the most current data. Night and Wet conditions, while not shown in this chart, are also examined due to associated contributions to the emphasis areas.



https://scdps.sc.gov/sites/default/files/Documents/accountability/Target%20Zero_Final_w_Signatures_15APR15.pdf

Safety Needs within SPATS- SCDOT provided a safety workshop for the SPATS MPO with data specific to the SPATS study area boundary, illustrated below. Emphasis areas can be influenced by roadway design considerations. These areas could additionally be influenced by MPO policy as a project moves through the planning, programming, and delivery process.

This workshop further examined the crash data just within the MPO area to provide some perspective on what safety problems the MPO is experiencing within the study area boundary. Roadway departure, Intersections, Access Management, and non-motorized users (bicyclist and pedestrians) were all highlighted as potential focus areas for our MPO.

Intersection Corridor Crash Analysis Update

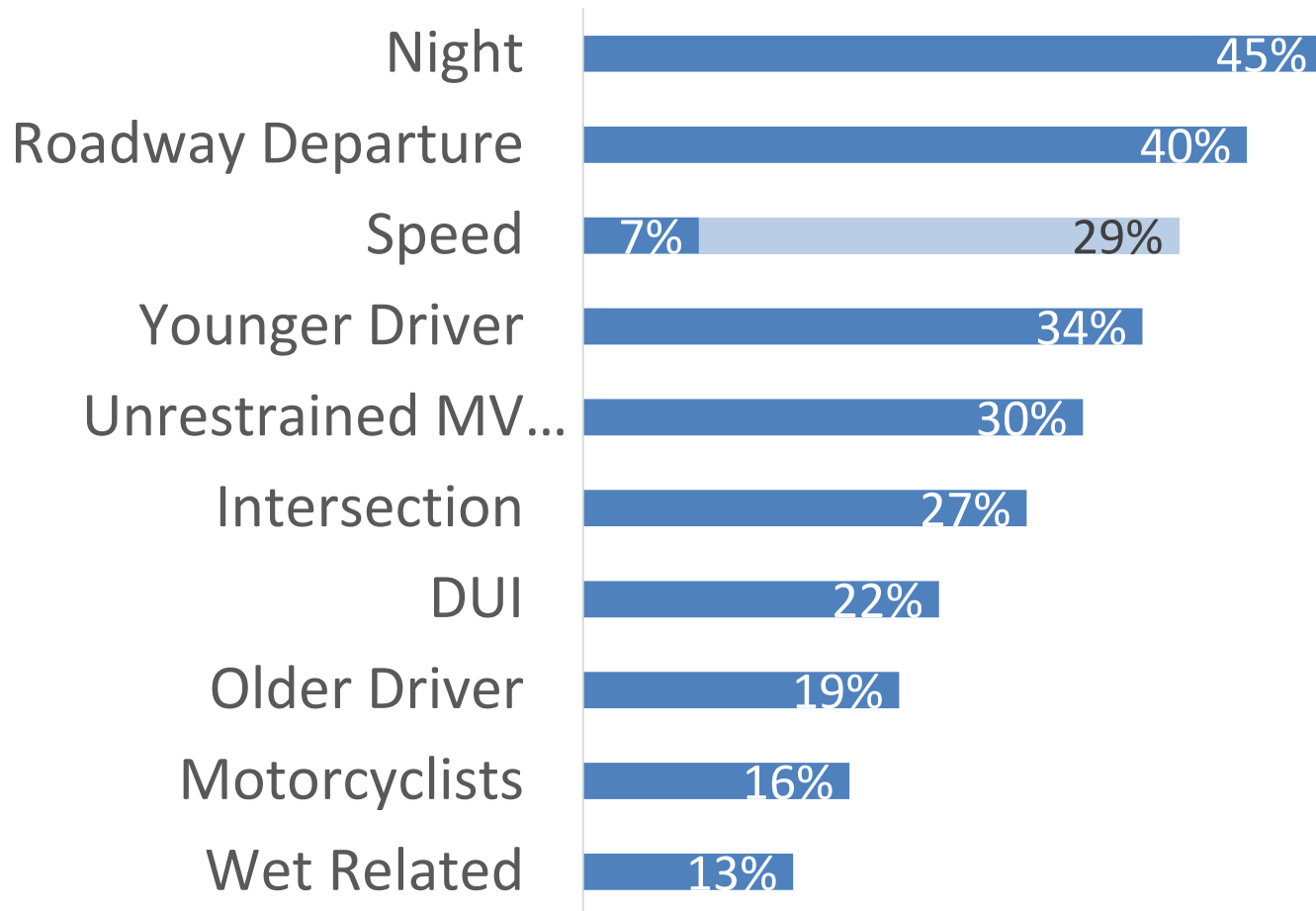
Top 7 Corridors

County	Route	Street Name	% of Intersection Crashes	Length (miles)
Spartanburg	US 176	Asheville Highway	15%	25.4
Spartanburg	US 29	Greenville Highway	12%	24.8
Spartanburg	US 221	Highway US 221	10%	31
Spartanburg	SC 290	Moore Duncan Highway	5%	13.5
Spartanburg	SC 296	Reidville Road	5%	18.2
Spartanburg	SC 9	Boiling Springs Road	5%	16.6
Spartanburg	SC 292	Lyman Road	4%	14.2

Crashes on these corridors represent 55% of all intersection Fatal & SI crashes

Crash Date Range: 2013-2017

SPATS Top Factors in Fatal and Severe Injury Crashes



SAFETY TARGETS

SCDOT was required to evaluate and report on safety targets for the five required measures on August 31, 2017. This action starts the 180 day clock for the MPO to take action to evaluate and set regionally specific targets or to 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 (traffic fatalities and severe injuries and vehicle miles traveled). South Carolina utilized 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, a trend line was added that could be used to predict future values. The trend lines were based on linear and non-linear equations with R-squared (best fit measure) values.

Using the statistical models, statisticians were able to predict the values for the current year. Examining current and planned education and engineering safety initiatives, expected reductions in the number of fatalities and severe injuries were estimated, resulting in the calculation of the safety performance targets for the state. Staff from the SCDOT Traffic Engineering Office also met with representatives from the MPO/COGs, delivering a presentation on target setting and how the state’s targets were established. The following tables show the baseline information for the MPO, the State of South Carolina, and the National baseline. The tables also include statewide targets.

For the 2018, 2019, 2020 and 2021 performance period, the SPATS MPO has elected to accept and support the State of South Carolina’s safety targets for all five safety performance measures, on November 13, 2017, November 13, 2018, November 12, 2019 and February 8, 2021 respectively. This means the SPATS MPO will:

- ***Address areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with SCDOT and incorporation of safety considerations on all projects;***
- ***Integrate safety goals, objectives, performance measures, and targets into the planning process; and***
- ***Include the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.***

<i>SAFETY TARGETS BASELINE (2012-2016 Average)</i>					
	<i>Traffic Fatalities</i>	<i>Fatality Rate*</i>	<i>Severe Injuries</i>	<i>Severe Injury Rate*</i>	<i>Non-motorized</i>
<i>SC Baseline</i>	<i>890.2</i>	<i>1.75</i>	<i>3194.4</i>	<i>6.3</i>	<i>376.4</i>
<i>SC Targets</i>	<i>970.4</i>	<i>1.81</i>	<i>3067.0</i>	<i>5.71</i>	<i>371.3</i>
<i>SPATS MPO</i>	<i>36.4</i>	<i>1.44</i>	<i>120.6</i>	<i>4.75</i>	<i>14.4</i>
<i>SAFETY TARGETS BASELINE (2013-2017 Average)</i>					
	<i>Traffic Fatalities</i>	<i>Fatality Rate*</i>	<i>Severe Injuries</i>	<i>Severe Injury Rate*</i>	<i>Non-motorized</i>
<i>SC Baseline</i>	<i>915</i>	<i>1.75</i>	<i>3088</i>	<i>5.94</i>	<i>380</i>
<i>SC Targets</i>	<i>988</i>	<i>1.79</i>	<i>2986</i>	<i>5.42</i>	<i>380</i>
<i>SPATS MPO</i>	<i>39</i>	<i>1.49</i>	<i>128</i>	<i>4.92</i>	<i>15</i>

<i>SAFETY TARGETS BASELINE (2014-2018 Average)</i>					
	<i>Traffic Fatalities</i>	<i>Fatality Rate*</i>	<i>Severe Injuries</i>	<i>Severe Injury Rate*</i>	<i>Non-motorized Fatal and Severe Injuries</i>
<i>SC Baseline</i>	<i>969.4</i>	<i>1.804</i>	<i>2961.6</i>	<i>5.545</i>	<i>391.6</i>
<i>SC Targets</i>	<i>1011</i>	<i>1.819</i>	<i>2781.0</i>	<i>4.979</i>	<i>380</i>
<i>SPATS MPO</i>	<i>41.4</i>	<i>1.552</i>	<i>134.4</i>	<i>4.982</i>	<i>16.4</i>

<i>SAFETY TARGETS BASELINE (2015-2019 Average)</i>					
	<i>Traffic Fatalities</i>	<i>Fatality Rate*</i>	<i>Severe Injuries</i>	<i>Severe Injury Rate*</i>	<i>Non-motorized</i>
<i>SC Baseline</i>	<i>1005.8</i>	<i>1.821</i>	<i>2966.6</i>	<i>5.378</i>	<i>413.4</i>
<i>SC Targets</i>	<i>1005.0</i>	<i>1.760</i>	<i>2950.0</i>	<i>5.350</i>	<i>440.0</i>
<i>SPATS MPO</i>	<i>45.4</i>	<i>1.654</i>	<i>130.4</i>	<i>4.740</i>	<i>20.0</i>

<i>SAFETY TARGETS BASELINE (2016-2020 Average)</i>					
	<i>Traffic Fatalities</i>	<i>Fatality Rate*</i>	<i>Severe Injuries</i>	<i>Severe Injury Rate*</i>	<i>Non-motorized</i>
<i>SC Baseline</i>					
<i>SC Targets</i>					
<i>SPATS MPO</i>					

**per 100 million miles traveled*

SAFETY Strategies

- **SPATS HAS SERVED ON THE STATEWIDE TASK FORCE TO ASSIST SCDOT IN DEVELOPING STATEWIDE TARGETS.**
- **WE CONTINUE TO PARTICIPATE IN TRAININGS AND MAKE PRESENTATIONS ON OUR SAFETY TRANSPORTATION PLAN AND WORK AS A CASE STUDY EXAMPLE FOR THE MPOS.**
- **WE CONTINUE TO WORK WITH SCDOT TO IMPROVE SAFETY, ESPECIALLY IN HIGH-RISK AREAS (GOAL 1 IN THE SCDOT STRATEGIC PLAN). THIS INCLUDES PARTICIPATING IN THE HIGHWAY SAFETY PLAN AND RURAL ROAD SAFETY PROGRAM.**
- **WE HAVE PARTNERED WITH DOT AND WORKED TO MAKE TEXTURED PAVEMENT CHANGES SO THAT PAVEMENT IS SAFER IN WET CONDITIONS NEAR USC UPSTATE**
- **WE ARE PARTNERING WITH SCDOT , SCDOT SAFETY AND CTC ON THE SC 9 AND 4TH STREET INTERSECTION IMPROVEMENTS, TO CREATE A SAFER WHOLE 4TH STREET CORRIDOR**

- **ALSO THE NEW COUNTRY CLUB ROAD PROJECT WILL PROVIDE A VITAL CONNECTION FROM THE CITY OF SPARTANBURG AND RAIL-TRAIL TO THE GLENDALE SHOALS COMMUNITY AND THE AWARD-WINNING NEWLY REVITALIZED GLENDALE PEDESTRIAN BRIDGE. THE PROJECT WILL BRING MULTIPLE SAFETY AND OPERATIONAL IMPROVEMENTS TO THE 2-LANE CORRIDOR TO PROMOTE SAFE TRANSPORTATION FOR ALL MODES.**

SPARTANBURG COUNTY SAFETY TASK FORCE:

The Spartanburg County Safety Task Force “Team Traffic Fatality Reduction” team has been working to make those in our area aware of the fact that **SC is #1 in Traffic Fatality Rate. Spartanburg County is currently number one in number of fatalities in the state.** The data is very telling: **We have seven “Top corridors” we can and have been focusing on to improve for safety that represent 55% of our fatal and severe injury crashes from 2013 to 2017.** The top seven include: US 176, US 29, US 221, SC 290, SC 296, SC 9, and SC 292. Our “Top factors” paint a picture also of what is going on: 45% of fatal and severe injury crashes happen at night. Other top factors include roadway departure, speed related, younger drivers, and not wearing seatbelts.

From the **behavioral** changes side, we are working with our County Coroner, local media, and other partners from multiple levels, including our local socio-economic indicators group. This group is working to get the message out to residents in our local area that we have a dire situation. We are exploring various avenues for programming and using the top factors to focus the public awareness campaign. Some examples programs we are involved in include: Target Zero with the City of Spartanburg and SCDOT, Alive at 25, and others. We continuously apply for grants with partners, the newest being for the FFY 2020 through the State Office of Public Safety based on the 2013-2017 range.

The County Coroner has been interviewed by the media multiple times, pleading to viewers to be more responsible behind the wheel. Many of these interviews include victim’s families who want to remind viewers to think differently about safety and educate their family so they will not lose a loved one as they did.

From the **infrastructure** changes side, the team works with the County Transportation Committee, SCDOT, and SC Department of Public Safety, with assistance from FHWA to improve infrastructure. Like other transportation planning organizations, SPATS works in conjunction with SCDOT and FHWA and local partners to address the Federal Goal of Safety as we link safety with performance of the road system and integrate safety into each project with “countermeasures.” For example, installing roundabouts, (most recently the intersection improvements on S-30 at Fernwood/Clifton/Glendale Road and Zion Hill Road and SC 11 and S-58-Parris Bridge Road roundabout project) bollards and concrete medians to force safer turning movements (most recently on SC 296 near Anderson Mill Rd., at the Lyman Traffic Triangle, and multiple locations on SC 9 in Boiling Springs), rumble strips on roadsides, more pedestrian facilities in the appropriate places, off road bike paths, especially in the municipalities and removing

anything in the right-of-way “clear zones.” We believe we can affect change through design. For example, applying design changes will allow people the opportunity to adjust if they go off the road.

We can affect this and are making some transportation improvement decisions collectively. We have assisted CTC in developing their project list, and SPATS will in the near future when another long range plan is due. Developing improvements in our prioritization process now will help us to review projects on a continuous basis, to move toward investments in projects that will improve design issues, line of sight issues, with a focus on safety. We will continue to reach out to the SC Department of Public Safety and SCDOT to get more detail on crashes for the urban area.

The ArcGIS online tool allows us to create, share, and view maps and data online. We can manipulate the data, give access to partners to view the crash data in points, segments or corridors or cells (1/4 mile increments). “Hot Spot Analysis” – is used to graphically depict where there is a concentration of crashes. The working team reviews this analysis in conjunction with the Coroner’s qualitative analysis of corridors to choose projects.

In the future, users can create their own maps depending on their query, situation, or who that particular user is meeting with. We will continuously maintain data as crashes occur all the time. We will work to put the transportation money where it is best. But at the same time, focus on our PR campaign, continuing to remind people to think before they drive, think about what condition they are as a driver, etc. BEFORE THEY GET IN THE CAR, use technology to plan out their route, and other preventive measures. Somebody wants them to make it to Point B and we have to REMIND THEM THEY HAVE A HUGE RESPONSIBILITY BEFORE THEY GET BEHIND THE WHEEL.

Other projects: SCDOT is currently installing rumble strips and/or thermoplastic to multiple roads in the MPO, including Rainbow Lake Road, a heavily travelled road in the fastest growing area of our county, Boiling Springs.

PAVEMENT AND BRIDGE CONDITION GOAL AND TARGET

Pavements and Bridges performance measures: There will actually be six performance measures for assets,

- % of **interstates** in good condition, and % in poor condition,
- % of **non-Interstate NHS** in good condition, and % in poor condition,
- % of **NHS bridges** in good condition and % in poor condition.

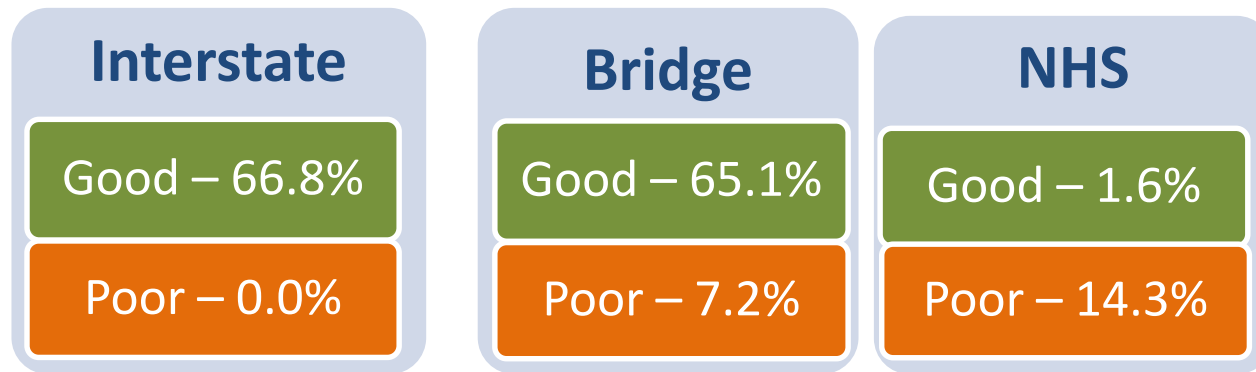
Pavements – a minimum condition level for the interstates has been set so that no more than 5% of the lane-miles can be in poor condition. Condition is assessed annually.

Bridges – The SCDOT must meet the 10% of total deck area can be deficient target for a three year period.

According to the 2017 SCDOT Transportation Asset Management Plan, of the 256.5 Interstate Lane Miles, 66.8% are in good condition, and no miles are in poor condition. Of the NHS 320.2 miles, 1.6% are in good condition and 14.3% are in poor condition. There are 91 bridges in the SPATS area, with a deck area of 1,132,331 square feet. 54.9% are in good condition by count (65.1% by deck area). 7.7% are in poor condition by count (7.2% by deck area). (See graphic below)

The SPATS Policy Committee elected to support the State’s targets on August 13, 2018. We will continue to work with SCDOT to maintain and preserve existing transportation infrastructure. This includes participation in the Transportation Asset Management Plan. <https://www.scdot.org/performance/pdf/reports/TAMP.pdf>

SPATS 2017 Baseline Data



SCDOT projects currently underway or planned in the TIP/STIP:

- I-85 widening from Gossett Rd. (S-57) at Exit 80 to SC 18 (Shelby Highway) at Exit 96. Improvements at four interchanges and 3 overpass bridges.
- I-85 (near MM 77 to near MM 84 NB and I-85 (near MM 77 to ear MM 80 (SB)- Rehabilitation NB and SB lanes to include replacement of CSX RR bridge
- I-26
- Reconstruction of Compton Bridge Road (S-37), Reconstruction of Double Bridge Road (S-931), Preservation of Old Furnace Road (S-56) in the Secondary Pavement Improvement Program.
- Preservation of S-40 New Cut Road
- Rehabilitation of US 221 in the Non-NHS Primary Pavement Improvement Program.
- US 221 also is part of the federal aid FHWA Preventive Maintenance program in Spartanburg County.
- Upcoming Pavement Improvement Plan – Holly Springs Rd. (S-358 from SC 357 to Bridgetown Rd. (local road L-4436) for 2.38 miles. Also .15 miles east of Pine Ridge Rd. (S-77) to SC 129 for .69 miles.

<https://www.scdot.org/business/projectviewer.aspx>

SYSTEM AND TRUCK TRAVEL TIME RELIABILITY GOAL AREA AND TARGET

Mobility performance measures:

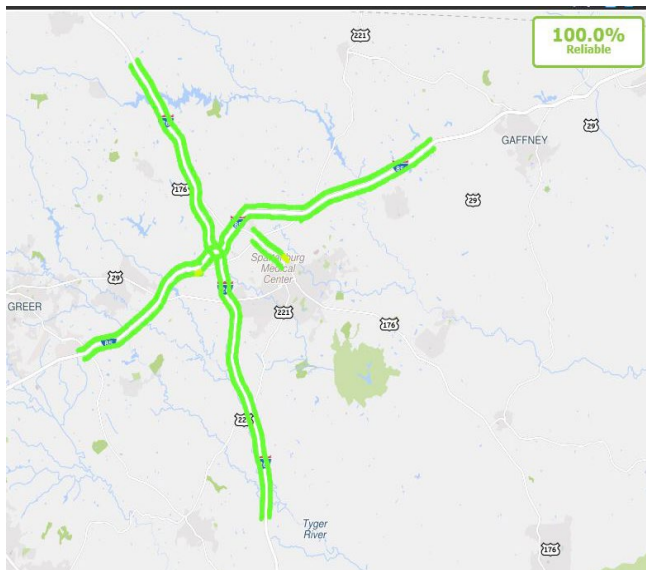
Traffic congestion is measured in peak hour excessive delay in annual hours per capita, and in % of non-single occupancy vehicle travel. On-road mobile source emissions are measured by total emission reduction. Freight movement is measured by truck travel time reliability on the interstate system. Performance of the interstate and non-Interstate National Highway systems is measured in % of reliable person-miles traveled.

The SPATS Policy Committee elected to support the State’s targets on August 13, 2018. We will continue to work with SCDOT to address known congested areas.

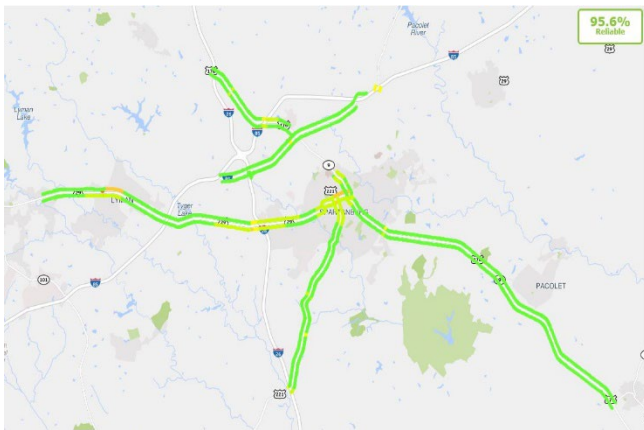
Current intersection projects that will address freight and improve traffic operations:

- SC 9 and 4th Street
- Lyman Traffic Triangle
- N. Blackstock Road and Falling Creek Road
- US 176 Operational improvements
- SC 357 Depot Street and Holly Springs Road

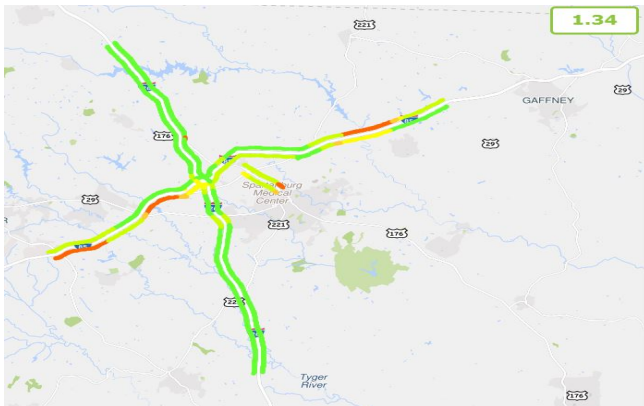
With the ACOG as the lead, we will be working with SCDOT, ANATS, GPATS to develop the upcoming *Regional Freight Plan*. This Plan will assess the current state of regional truck and rail movements, especially identify key bottlenecks and traffic conflicts, current congestion, future congestion, and inefficient infrastructure. This Plan will result in further recommendations that will help us all achieve our goals for this measure.



SPATS 2017 Interstate Reliability



SPATS 2017 NHS Reliability



SPATS 2017 Truck Travel Time Reliability Index

SPATS participates in the local maintenance of the Regional Travel Demand Model by the Appalachian Council of Governments, with assistance from SCDOT, in partnership with ANATS (Anderson MPO) and GPATS (Greenville MPO). This collaboration will give us a better view of the measures of the travel demand model performance which indicate the ability to replicate existing conditions in our transportation system.

TRANSIT PERFORMANCE

Transit Management Plan: The transit providers are part of the Statewide Group Transit Management Plan and will continue to coordinate with SCDOT and the MPOs on performance, including through the required Long-Range Transportation Plan and Transportation Improvement Program documents. The SPATS Policy Committee elected to support the local transit agency participation in the Statewide Group Transit Management Plan on August 13, 2018.

As a requirement of the Federal Transit Administration, the SCDOT Office of Public Transit then requested each MPO to individually incorporate the TAM Plan targets into their TIP process through either a policy statement or resolution. The resolution, signed June 2019, (*SPATS TAM Plan Resolution Introduction* and *SPATS TAM Plan Resolution June 2019*) acknowledges and supports the City of Spartanburg transit agency, SPARTA, and the Spartanburg Medical Center Transportation Services as transit providers under the SCDOT Tier II Transit Asset Management (TAM) Group Plan. SPATS will coordinate with the transit agencies and report asset management targets for 2019 in accordance with the state plan, as prepared by SCDOT.

NEXT STEPS FOR THE MPO TO BUILD ITS PBPP PRACTICES, PROCESS, AND POLICIES

In the future, the MPO will continue to decide whether it will support state targets or set its own targets for the federally required performance measures at appropriate intervals based on performance agreements. MPO staff will provide updated information as timelines for these other federally required performance measures are established. The MPO will also choose whether to establish other (non-federally required) performance measures for other goal areas, and whether to develop targets for these measures.

As the MPO makes these actions, the performance measures will be added to this document until the MPO undertakes the next LRTP update. At that point, the MPO would fully integrate to a performance based LRTP, where this discussion is integrated within the elements of the LRTP and associated decision making processes.

(See also SPATS LRTP amendment)