

AMENDMENT #3

2035 BCDCOG RL RTP 2020 SAFETY PERFORMANCE TARGETS

Draft Amendment: February 3, 2020

PERFORMANCE MEASURES AND TARGETS

Federal regulations through the FAST Act, require state departments of transportation to establish and report annual safety performance targets. Per federal rules and SCDOT Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt either the State’s safety targets or evaluate and set regionally specific safety targets, on an annual basis. As such, the BCDCOG is amending the BCDCOG 2035 Rural Long Range Transportation Plan (RLRTP) to include the safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2020 performance period.

National Goal Areas and Federal Requirements

Highway Performance Measures and Targets

Through the federal rule-making 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 the national goal areas, performance areas, and measures associated with Highway Performance.

Table 1.1: National Goal Areas and Performance Measures

National Goal Area	Performance Area	Performance Measure
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries and Fatalities	<ul style="list-style-type: none"> ➤ Number of Fatalities ➤ Fatality rate (per 100 million VMT) ➤ Number of serious injuries ➤ Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Pavement Condition	<ul style="list-style-type: none"> ➤ Percent of pavements on the Interstate System in Good Condition ➤ Percent of pavements on the Interstate System in Poor Condition ➤ Percent of pavements on the non-Interstate System in Good Condition ➤ Percent of pavements on the non-Interstate System in Poor Condition
	Bridge Condition	<ul style="list-style-type: none"> ➤ Percent of NHS bridges classified as in Good Condition ➤ Percent of NHS bridges classified as in Poor Condition
System Reliability: To improve the efficiency of the surface transportation system.	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

Freight Movement and Economic Vitality: 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.	Freight Movement on the Interstate System	➤ Truck Travel Time Reliability
Congestion Reduction: To achieve a significant reduction in congestion on the Nation Highway System.	Traffic Congestion	➤ Annual hours of peak-hour excessive delay per capita ➤ Percent of non-single-occupant vehicle traffic
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-Road Mobile Source Emissions*	➤ Total emissions reduction*

**Note: This measure only applies to non-attainment or maintenance areas over a prescribed population threshold. This measure does not apply to the BC COG planning area since the area is an attainment area.*

Safety

For the 2020 performance period, the BCDCOG accepts and supports the State of South Carolina’s DOT safety targets for the five prescribed safety performance measures.

Table 1.2: Safety Measures Baseline and Targets

Measure	Traffic Fatalities	Fatality Rate*	Severe Injuries	Severe Injuries Rate*	NMU Fatalities & Severe Injuries
State Baseline (2013-2017 Average)	915	1.75	3,088	5.94	381
State Targets (2020 Approved)	988	1.79	2,986	5.42	380
BCDCOG Baseline (2013-2017 Average)	35	2.18	93	5.73	9

*Note: *Rate per 100 million vehicle miles traveled.*

This means BCDCOG will:

- Address areas of concern for fatalities or serious injuries within the non-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.

Safety Strategies

The BCDCOG is committed to improve the safety of the area's transportation system across all modes. Strategies are provided in the RL RTP that are aimed at enhancing area-wide safety for motorized and non-motorized users beyond engineering solutions but also emphasize the importance of increased coordination and corporation with law enforcement, school systems, local jurisdictions and the community. Strategies also include education and encouragement opportunities to address safety. The BCDCOG will continue to identify, evaluate and advance projects through the RL RTP and TIP programming that have the potential to improve the safety of the transportation system for all users.

The BCDCOG collaborates with an established Safety Improvements Committee, comprised of county and municipal government staff, public safety personnel, public transportation service representatives, school district staff, active transportation advocacy group representatives, and SCDOT staff, in an effort to collectively identify locations with high safety concerns for both motorized and non-motorized users and to propose appropriate safety countermeasures to mitigate them. The BCDCOG, through the Safety Improvements Committee and supporting safety planning efforts, will continue to actively seek out opportunities to work with regional partners to improve safety through education, enforcement and encouragement programs. These projects and programs should help support or advance the safety targets set by the State.