

# 2040 RURAL LRTP



2040 BCD RURAL LONG-RANGE TRANSPORTATION PLAN  
DRAFT AMENDMENT #4

Draft Amendment: February 28, 2022

#### Amendment #4 – BCD 2040 RL RTP (Highway and Transit Safety Performance 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 targets for highways. As such, the BCD COG is amending the BCD 2040 Rural Long-Range Transportation Plan (LRTP) to include the annual safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2022 performance period.

Recipients of public transit funds, are also federally required to establish annual transit related safety targets and report on the agencies' progress toward achieving set targets. Public transportation providers are further directed to share such information with MPOs/COGs and states so all plans and performance reports are coordinated. TriCounty Link (TCL), the region's rural transit service provider, has and will continue to share this data with the BCDCOG to facilitate its performance-based planning process. The BCDCOG is amending the 2040 RL RTP to include the transit safety performance measures and annual targets set and reported by TCL for the 2022 performance period.

## PERFORMANCE MEASURES AND TARGETS –

### Highway Performance

Through the federal rule-making process, the Federal Highway Administration (FHWA) requires 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: National Goal Areas and Performance Measures (Highways)

National Goal Area	Performance Area	Performance Measures
<b>Safety:</b> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Injuries and Fatalities	<ul style="list-style-type: none"> <li>- Number of Fatalities</li> <li>- Fatality rate (per 100 million VMT)</li> <li>- Number of serious injuries</li> <li>- Serious injury rate (per 100 million VMT)</li> <li>- Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
<b>Infrastructure Condition:</b> To maintain the highway infrastructure asset system in a state of goods repair.	Pavement Condition	<ul style="list-style-type: none"> <li>- Percent of pavements on the Interstate System in Good Condition</li> <li>- Percent of pavements on the Interstate System in Poor Condition</li> <li>- Percent of pavements on the non-Interstate System in Good Condition</li> <li>- Percent of pavements on the non-Interstate System in Poor Condition</li> </ul>
	Bridge Condition	<ul style="list-style-type: none"> <li>- Percent of NHS bridges classified as in Good Condition</li> <li>- Percent of NHS bridges classified as in Poor Condition</li> </ul>
<b>System Reliability:</b> To improve the efficiency of the surface transportation system.	Performance of the National Highway System	<ul style="list-style-type: none"> <li>- Percent of person miles traveled on the Interstate System that are reliable</li> <li>- Percent of person miles traveled on the non-Interstate NHS that are reliable</li> </ul>
<b>Freight Movement and Economic Vitality:</b> 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	<ul style="list-style-type: none"> <li>- Truck Travel Time Reliability</li> </ul>
<b>Congestion Reduction:</b> To achieve a significant reduction in congestion on the Nation Highway System.	Traffic Congestion	<ul style="list-style-type: none"> <li>- Annual hours of peak-hour excessive delay per capita</li> <li>- Percent of non-single-occupant vehicle traffic</li> </ul>
<b>Environmental Sustainability:</b> To enhance the performance of the transportation system while protecting and enhancing the natural environment.	On-Road Mobile Source Emissions*	<ul style="list-style-type: none"> <li>- Total emissions reduction*</li> </ul>

Note - \* This measure only applies to non-attainment or maintenance areas over a prescribed population threshold. This measure does not apply to the BCD planning area

## Highway Safety

For the 2022 performance period, the BCDCOG accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 2.

Table 2: SCDOT and BCD Rural Planning Area Safety Measures Baselines (2016-20) and Safety Performance Targets (2022)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2016-2020) Average	1,023	1.84	2,877.2	5.16	440.8
<b>State Targets (2018-2022) Approved</b>	<b>1,061</b>	<b>1.82</b>	<b>2,850</b>	<b>4.89</b>	<b>500</b>
BCD Baseline (2016-2020) Average	40.6	2.28	79.2	4.45	11.6

Note - \*Rate per 100 million vehicle miles traveled

This means BCDCOG will:

- Address areas of concern for fatalities or serious injuries within the rural 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 RTIP, effectively linking investment priorities to safety target achievement.

## Transit Performance

Recipients and sub-recipients of public transit funds—which can include states, local authorities, and public transportation operators—are required to establish performance targets for safety annually and report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs/COGs and states so that all plans and performance reports are coordinated. Table 3 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.

Table 3: National Goal Areas and Performance Measures (Transit)

National Goal Area	Transit Performance Area or Asset Category	Performance Measures
<b>Safety</b>	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
<b>Infrastructure Condition (State of Good Repair: Transit Asset Management)</b>	Equipment	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
	Rolling Stock	Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB
	Facilities	Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirement Model scale

### Transit Safety

The region's rural transit provider, TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule effective June 19, 2019, has developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the local transit agency. The BCDCOG Board of Directors certified TCL's Safety Plan, and adopted its annual Plan update on August 23, 2021. Included in Table 4 below are the agency's initial targets and summary of performance for the 2021 period, and the targets set for the 2022 performance period. The agency will report on progress and update targets on an annual basis, and coordinate with the BCDCOG to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the COG's planning processes.

Table 4: TCL Transit Safety Performance (2021) and Safety Targets (2022)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2019 Baseline)	0	0	5	5.35	10	10.7	25,000
All Bus Service (2021 Target)	0	0	5	5.0	10	10	18,000
All Bus Service (2021 Actual/Performance)	0	0	2	4.1	8	16.5	92,432
<b>All Bus Service (2022 Targets)</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.4</b>	<b>10</b>	<b>10.7</b>	<b>25,000</b>

Note - \*Rate per 1,000,000 passenger trips; \*\*Average distance between major mechanical failures

For the 2022 performance period the BCDCOG accepts and supports the safety performance targets set in the TriCounty Link PTASP. The COG will continue to work with TCL to achieve these targets.

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**APPENDIX A: ADOPTION AND APPROVAL RESOLUTION**

**APPENDIX B: FAST Act Safety 2018-2022 Performance Targets (SCDOT Memo)**

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**APPENDIX C: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2022 Performance Targets**

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