

# SPATS MPO

## Long-Range Transportation Plan

### Minor Update 2045

### Performance Appendix

#### 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, and on their transit safety targets February 8, 2021 (2020 targets), August 9, 2021 (2021 targets), August 8, 2022 (2022 targets), and August 14, 2023 (2023 targets). SPARTA's 2022 and 2023 targets had no change from the 2021 targets.

*Table 3. Transit Performance Measures*

**TRANSIT PERFORMANCE MEASURES**

<b>National Goal</b>	<b>Transit Performance Area or Asset Category</b>	<b>Performance Measure</b>
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 (State of Good Repair: Transit Asset Management)	Equipment	Percentage of vehicles that have met or exceeded their Useful Life Benchmark (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

**Spartanburg Regional Medical Center**

Safety Performance Targets							
The targets listed below are based on reviews of the previous year of SMC Transportation’s safety performance data (State Fiscal Year July 1, 2022 – June 30, 2023).							
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	2	.25	18	2.18	19,231

**SPARTA**

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

**Table 4. Safety Performance Targets, Spartanburg Regional Medical Center and SPARTA**

## 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.