THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE

The Metropolitan Planning Organization (MPO) for the Berkeley-Charleston-Dorchester Region announces availability of the following document(s) for public review:

CHATS FY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

&

CHATS 2045 LONG-RANGE TRANSPORATION PLAN (LRTP)

These documents are available for public review and comment
from **January 13, 2025 to February 3, 2025**
Monday-Friday between the hours of **9:00 am to 5:00 pm**
at the
Berkeley-Charleston-Dorchester Council of Governments
5790 Casper Padgett Way, North Charleston, SC
843-529-0400
Or at http://www.bcdcog.com

Contact Person: Sarah Cox

CHATS FINANCIAL STATEMENT (Cost in Thousands)

PIN #	REGIONAL MOBILITY PROGRAM (RMP) FUNDED PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
P0023349	Berlin Myers Pkwy - Phase III	32,370	13,269 ACC	13,269 ACC	13,269 ACC								$39,807		$149,629	CHATS RMP (Federal/State)
	SC 165 to US 17A	3,032											-			CRRSAA Funds
		9,420											-			CHATS RMP (Federal/State)
		22,500	12,500 C										$12,500			Dorchester Co. Sales Tax
		30,000											-			SC Transportation Infrastructure Bank
	US 78 - Phase 3 (West of Old Orangeburg Rd to Berlin Myers Pkwy)															SCDOT Federal Match Program
P032003	US 78 - Phase 3A*	2,184	550 PE	274 PE									$824		$57,770	Dorchester Co. Sales Tax
	West of Old Orangeburg Rd (CHATS boundary) to North Maple St	13,800		33,555 C									$33,555			Dorchester Co. Sales Tax
		2,850											-			SC Transportation Infrastructure Bank
		-		4,557 C									$4,557			CHATS RMP (Federal/State)
P043210	US 78 - Phase 3B*	-	700 PE										$700		$45,150	Dorchester Co. Sales Tax
	North Maple St to Berlin Myers Pkwy	750	400 PE										$400			SC Transportation Infrastructure Bank
		-		20,600 R									$20,600			Dorchester Co. Sales Tax
	*US 78 Phase 3 project was evaluated and approved as a single project under NEPA and is inclusive of sub-phases 3A and 3B. Anticipates project will be let by sub-phases.	-				11,200 C	11,500 C						$22,700			Dorchester Co. Sales Tax
P029503	Clements Ferry Rd - Phase II	20,000											-		$68,750	CHATS RMP (Federal/State)
		48,750											-			Berkeley Co. Sales Tax
	(Jack Primus to SC 41)	-											-			CHATS RMP (Federal/State)
P030612	Billy Swails Boulevard Phase 4B	3,448											-		$21,190	CHATS RMP (Federal)
	Six Mile to Hamlin Rd	862											-			Town of Mt Pleasant
		-		13,486 C									$13,486			CHATS RMP (Federal)
		-		3,394 C									$3,394			Town of Mt Pleasant
LRTP #1	Montague Ave (Capacity) International Blvd to I-26 Interchange	-	40 PL	1,440 PE	11,098 C								$12,578		$12,578	CHATS RMP (Federal/State)
LRTP #2	Greenridge & Rivers Ave. (Segment Improvements from Otranto Rd to Greenridge Dr)	-	325 PL	450 PE	300 R	922 C							$1,997		$1,997	CHATS RMP (Federal/State)
LRTP #3	North Rhett Ave (Capacity) I-526 Interchange to Yeamans Hall Rd	-	60 PL										$60		$60	CHATS RMP (Federal/State)
LRTP #4	US-17A / North Main Street (Corridor Study) Cypress Gardens Rd to US-78	-		500 PL		4,000 C							$4,500		$4,500	CHATS RMP (Federal/State)
LRTP #5	US-17 @ Long Point Rd (Intersection Improvement)	-	35 PL	450 PE	1,000 R	3,000 C							$4,485		$4,485	CHATS RMP (Federal/State)
LRTP #6	US-17 @ Anna Knapp Blvd (Intersection Improvement)	25	600 PE	1,000 R	4,000 C								$5,600		$5,625	CHATS RMP (Federal/State)
LRTP #7	US-17A/S Main Street (Access Management) Carolina St to US-78	-	60 PL	4,000 C									$4,060		$4,060	CHATS RMP (Federal/State)
	Black Tom Rd & Black Tom Rd Ext.- Intersection Safety Improvement				1 C								$1		$1	CHATS RMP (Federal/State)
	Black Tom Rd Ext. & Cooper Store Rd - Intersection Safety Improvement				1 C								$1		$1	CHATS RMP (Federal/State)
P039975	Congestion Management	323	31 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	$255		$683	CHATS RMP (Federal)
		42	8 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	$64			Local Match
P039977	Long Range Plan	516	95 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	$318		$1,022	CHATS RMP (Federal)
		108	24 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	$79			Local Match
P037307	Regional Transit Framework Plan	308	48 PL	48 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	$295		$753	CHATS RMP (Federal)
	Maintenance & Implementation	77	12 PL	12 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	$74			Local Match
P039979	Regional Bike/Ped Plan	86	36 PL	236 PL	76 PL	76 PL	76 PL	76 PL	76 PL	76 PL	76 PL	76 PL	$880		$1,208	CHATS RMP (Federal)
	Maintenance & Implementation	22	9 PL	59 PL	19 PL	19 PL	19 PL	19 PL	19 PL	19 PL	19 PL	19 PL	$220			Local Match
-	Regional Freight Plan	444	50 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	25 PL	$273		$896	CHATS RMP (Federal)
	Maintenance & Implementation	111	12 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	6 PL	$68			Local Match
P037428	Bike/Pedestrian & Safety	70	44 PL	30 PL	30 PL	30 PL	30 PL	30 PL	30 PL	30 PL	30 PL	30 PL	$317		$484	CHATS RMP (Federal)
		17	11 PL	8 PL	8 PL	8 PL	8 PL	8 PL	8 PL	8 PL	8 PL	8 PL	$79			Local Match
P037427	Regional Intelligent Transportation System (ITS) Plan	401	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	$504		$1,132	CHATS RMP (Federal)
		101	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	$126			Local Match
P040707	Transportation Modeling/Simulation System Improvements	250		350 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	$754		$1,255	CHATS RMP (Federal)
		63		88 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	13 PL	$188			Match

	PIN #	REGIONAL MOBILITY PROGRAM (RMP) FUNDED PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
		Transit Related Improvements (LRTP set aside)	-	5,000	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	$27,500		$27,500	CHATS RMP (Federal/State)
	P037429	Corridor Study US 52 (Between Goose Creek and Moncks Corner)	750 188											- -		$938	CHATS RMP (Federal) Match
	-	Complete Streets Funding	2,350		5,626	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	$13,626		$15,976	CHATS RMP (Federal)
	P027883	Moncks Corner Signal Improvements (Complete Streets)	120 930											- -		$1,050	CHATS RMP (Federal/State)
	P028937 P030592	Daniel Island Area Improvements - St. Thomas Island/Clements Ferry TAP (Beresford Creek Crossing boardwalk and trail construction)	-		200 C									$200		$200	CHATS RMP (Federal)
	P039463	Folly Rd Complete Streets Project	687 - -	 1,693 C 1,500 C										- $1,693 $1,500		$3,880	Local Funds - Charleston County Sales Tax Local Funds - Ch. Co. TST, City of Charleston & TJI CHATS RMP (Federal/State)
	P040376	Maybank Highway Complete Streets/Safety Improvement project	- -	2,024 C 731 C	900 C									$2,024 $900 $731		$3,655	CHATS RMP (Federal) STBG - TA Set Aside Charleston County CTC
		Clements Ferry Rd Multiuse Path (near I-526 to Jack Primas Rd)			1,250 C												CHATS RMP (Federal/State)
Amendment	-	ITS System Implementation	-		4,640 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	$12,640		$12,640	CHATS RMP (Federal/State)
2/3/2024	P042453	Dorchester Rd Signal Improvement/TSP Pilot Project (Old Trolley Rd to US 78/Rivers Ave)	410		800 C									-		$410	CHATS RMP (Federal/State)
	P042318	Peninsula Signal Re-time (City of Charleston traffic signal improvement project)	-	650 C										$650		$650	CHATS RMP (Federal/State)
		Ashley River Crossing Bike and Pedestrian Bridge	3,500 3,950 100 3,000 25,000 21,875 - 14,000	 12,500 ACC										- - - - - - $12,500 -		$83,925	Local Funding - City of Charleston Local Funding - City of Charleston Local Funding - MUSC Local Funding - Charleston County CTC USDOT 2019 BUILD Grant STBG - State TAP Flex + 20% Local Match STBG - State TAP Flex + 20% Local Match CHATS RMP (Federal/State)
Correction 1/10/2025	-	Regional Park and Ride Development Project	- - -		1,000 C 6,150 C* 250 PE* 100 R*	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	1,000 C	$9,000 $250 $100		$9,350	CHATS RMP (Federal/State) CHATS RMP (Federal/State) - FTA Flex Funding* CHATS RMP (Federal/State) - FTA Flex Funding*
	-	Transit System Stop and Shelter Design Manual	150 38											- -		$188	CHATS RMP (Federal/State) - FTA Flex Funding* Local Match
	-	Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300											-		$1,300	CHATS RMP (Federal/State) - FTA Flex Funding*
	-	Regional Van Pool Program	1,500											-		$1,500	CHATS RMP (Federal/State) - FTA Flex Funding*
		Regional Mobility Program (RMP) Project Costs	**$123,463**	24,005	65,249	35,552	13,805	5,883	5,883	5,883	5,883	5,883	5,883	173,909		**173,909**	
		Debt Service		-	-	-	-	-	-	-	-	-	-	-			
		Advanced Payback															
		Regional Mobility Program (RMP) Project Costs Subtotal		**24,005**	**65,249**	**35,552**	**13,805**	**5,883**	**5,883**	**5,883**	**5,883**	**5,883**	**5,883**	**173,909**			
	Projected	**Annual Regional Mobility Program (RMP) Allocation**		*28,972*	*33,516*	*33,516*	*33,516*	*33,516*	*33,516*	*33,516*	*33,516*	*33,516*	*33,516*	330,613			
		Carryover Available		49,738	54,704	22,971	20,935	40,646	68,278	95,911	123,544	151,176	178,809	178,809			
		Bond Proceeds												-			
		Advancement Amount												-			
		Regional Mobility Program (RMP) Allocation Subtotal		**78,709**	**88,220**	**56,487**	**54,451**	**74,161**	**101,794**	**129,427**	**157,059**	**184,692**	**212,325**	**509,422**			
		BALANCE		**$54,704**	**$22,971**	**$20,935**	**$40,646**	**$68,278**	**$95,911**	**$123,544**	**$151,176**	**$178,809**	**$206,442**	**$335,513**			

	PIN #	PROJECTS EXEMPT FROM RMP FUNDS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
		Bridge Replacement & Rehab Projects															FEDERAL AID BRIDGE PROGRAM
	P037132	Old Pond Rd (S-1632) Over Simons Creek - Charleston County	1,250				400 R 5,938 C							$400 $5,938		$7,588	NHPP Funding, Federal Aid for Non-NHS Bridges
	P037136	Old Mt. Holly Road (S-45) Bridge Replacement - Berkeley County	1,200				1,050 R 8,625 C							$1,050 $8,625		$10,875	Federal Aid Non-NHS Bridges/STBG
	P037119	Harts Bluff Road (S-68) Bridge Replacement - Charleston County	920				4,258 C							$4,258		$5,178	Federal Aid Off-System Bridges/STBG
Correction	P043558	S-9 over Canterhill Swamp Bridge Replacement - Berkeley County			1,010 PE	67 R		8,323 C						$9,400		$9,400	Federal Aid Non-NHS Bridges/STBG
1/10/2025		US 17 SB Bridge Repair over the Ashley River	1,500													$1,500	STF - Preventative Maintenance
		Statewide Safety Projects (Intersection Projects)															STATEWIDE SAFETY PROGRAM (HSIP)
		Riverland Dr (S-53) & Central Park Rd (S-67)	820													$820	STATEWIDE SAFETY PROGRAM (HSIP)
	P039378	S-76 (Ladson Rd) & S-2421 (College Park Rd)	50	500 C										$500		$550	STATEWIDE SAFETY PROGRAM (HSIP)
	P039389	S-169 (Von Ohsen Rd) & S-881 (Lincolnville Rd)	502		2,000 C									$2,000		$2,502	STATEWIDE SAFETY PROGRAM (HSIP)
	P041046	US-17Alt (US 17A Hwy S) & S-13 (Central Ave)	250 -		 100 R	2,250 C								$2,250 $100		$2,600	STATEWIDE SAFETY PROGRAM (HSIP)
Amendment 2/3/2025		S-61 (Myers Rd) & S-202 (Edgebrook Dr)			300 PE	150 R	2,000 C							$2,450		$2,450	STATEWIDE SAFETY PROGRAM (HSIP)
Amendment 2/3/2025		S-62 (College Park Rd) & S-202 (Edgebrook Dr)			300 PE	150 R	2,000 C							$2,450		$2,450	STATEWIDE SAFETY PROGRAM (HSIP)
Amendment	P042425	US-176 (State Rd) & S-467 (Black Tom Rd)			3,712 C									$3,712		$4,012	STATEWIDE SAFETY PROGRAM (HSIP)
2/3/2025					300 C									$300			Local Funding - Developer Contribution
Amendment 2/3/2025		SC-41 (Hwy 41) & S-100 (Reflectance/Halfway Creek Rd)			300 PE	150 R	2,000 C							$2,450		$2,450	STATEWIDE SAFETY PROGRAM (HSIP)
		(Section/Corridor Improvements)															
	P037188	Red Bank Road (S-29) - from Eagle Rd (S-251) to near Garwood Rd (S-585)	300 -	1 R 2,500 C										$1 $2,500		$2,801	STATEWIDE SAFETY PROGRAM (HSIP) STATEWIDE SAFETY PROGRAM (HSIP)
		Statewide Safety Program (2015 Commission-Approved Safety Projects)	2,297													$2,297	STATEWIDE SAFETY PROGRAM (HSIP)
		Interstate Safety Improvements I-26 Clear Zone Improvements from near MM 180 to near MM 221	5,400													$5,400 $15,400	STATEWIDE SAFETY PROGRAM (HSIP)
	P029757	I-26 Cable Guardrail Project from near MM 168 to near MM 199 (Phase II) (I-95 to US 17A)	10,000													$10,000	STATEWIDE SAFETY PROGRAM (HSIP)
		Safety Improvements/RSA															
	P037886	US 78 (MP 4.0-7.3) - Safety Improvements	300 -				50 R 2,000 C							$50 $2,000		$2,350	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 1/10/2025	P037889	S-75 (Ashley Phosphate) (MP 0-2.269) / S-62 (MP 0-1.82) - Road and Bike/Ped Safety	500 -	1 R 9,050 C										$1 $9,050		$9,551	STATEWIDE SAFETY PROGRAM (HSIP)
	P037890	US 17A (MP 1.36-4.35) - Safety Improvements	350 2,000													$2,350	STATEWIDE SAFETY PROGRAM (HSIP)
	P037896	S-107 (Meeting St) (MP 0-1.42) - Bike/Ped Safety Improvements	150 -		50 R 800 C									$50 $800		$1,000	STATEWIDE SAFETY PROGRAM (HSIP)
	P037897	S-104 (King St) (MP 0 -1.89) - Bike/Ped Safety Improvements	150 -		50 R 1,300 C									$50 $1,300		$1,500	STATEWIDE SAFETY PROGRAM (HSIP)
	P037901	S-404 (Calhoun St) (MP 0 - 1.48) - Bike/Ped Safety Improvements	200 -		50 R 800 C									$50 $800		$1,050	STATEWIDE SAFETY PROGRAM (HSIP)
	P037906	S-106 (St. Philip St) (MP 0 - 1.07) - Bike/Ped Safety Improvements	150 -		50 R 1,200 C									$50 $1,200		$1,400	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 1/10/2025		SC-61 (Ashley River Rd) (MP 8.41-12) - Section/Corridor Improvements			1 R 350 PE	7,000 C								$7,351		$7,351	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 1/10/2025		US-17 (Septima Clark Pkwy) (MP 30-31) - Section/Corridor Improvements			1 R 300 PE	2,500 C								$2,801		$2,801	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 1/10/2025		US-17 (Savannah Hwy) (MP 20-26) - Section/Corridor Improvements			1 R 350 PE	5,000 C								$5,351		$5,351	STATEWIDE SAFETY PROGRAM (HSIP)
		SC-642 Dorchester Rd) (MP 0-8.03) - Section/Corridor Improvements		350 PE	1 R	12,000 C								$12,351		$12,351	STATEWIDE SAFETY PROGRAM (HSIP)
Correction 1/10/2025		SC-171 (Folly Rd) (MP 3-8) - Section/Corridor Improvements		350 PE	1 R 8,000 C									$8,351		$8,351	STATEWIDE SAFETY PROGRAM (HSIP)
		Act 275 - Funding for Bridges and Interstates															
	P027507	I-526 Widening & Interchange Improvements from near Paul Cantrell Rd (Exit 11) to near Virginia Ave (Exit 20)	15,100 - 10,000 - 14,000 - -	 13,000 PE/ACC 30,000 R/ACC 26,000 C/ACC 	 30,000 R/ACC 10,000 C/ACC 	 20,000 R/ACC 15,000 C/ACC 	 10,000 R/ACC 	12,000 PE 13,000 PE/AC 25,000 R 200,000 AC 1,400 C 9,000 C/AC	 13,000 PE/ACC 25,000 R/ACC 2,265,800 C/AC 5,500 C/ACC	 25,000 R/ACC 85,400 C/ACC	 25,000 R/ACC 90,000 C/ACC	 25,000 R/ACC 144,200 C/ACC	12,000 PE 13,000 PE/AC 25,000 R/ACC 283,400 C/ACC	$24,000 $26,000 $25,000 $215,000 $25,700 $51,000 $608,500	 $13,000 $14,000 $244,000 $1,666,300	$2,951,600	Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP)
	P032102	I-526 Widening & Interchange Improvements from near Rivers Ave (Exit 18) to near US 17 (Exit 30)	8,670 5,000					10,000 C 207,040 AC	 69,013 ACC	 69,013 ACC	 69,013 ACC			$10,000 $207,040		$230,710	Interstate Program (NHPP) Interstate Program (NHPP)
	P0036524	I-26 Widening & Interchange Improvements from near I-526 (Exit 212) to near Port Access Rd (Exit 217)	- -				10,000 C 354,313 AC	 118,104 ACC	 118,104 ACC	 118,104 ACC				$10,000 $354,313		$364,313	Interstate Program (NHPP) Interstate Program (NHPP)
	P029263	I-26 Widening from near SC 27 (Exit 187) to near Jedburg Rd (Exit 194)	4,645 6,355 3,540 - 62,153	 62,153 ACC	 36,460 ACC 25,693 ACC									 $36,460 $87,847		$201,000	SC Transportation Infrastructure Bank Interstate Program (NHPP) STBG - State TAP Interstate Program (NHPP) Interstate Program (ARPA-STF)
	P027077	I-26 Widening near Jedburg Rd (Exit 194) to near Nexton Pkwy (Exit 197)	10,000 2,000 68,206 12,500													$92,706	Interstate Program (NHPP) SC Transportation Infrastructure Bank Interstate Program (NHPP) National Highway Freight (NHF)
	P041314	I-526 Long Point/Wando Port Interchange	5,000 -	87,000 R	 204,000 AC	 50,000 ACC	 65,000 ACC	 65,000 ACC	 24,000 ACC					$87,000 $204,000		$296,000	Interstate Program (NHPP) Interstate Program (NHPP) Interstate Program (NHPP)
		US 17 @ S-20 (MAIN ROAD) & OLD CHARLESTON HIGHWAY	2400 1500													$3,900	STATEWIDE SAFETY PROGRAM (HSIP) Charleston Co. Sales Tax
		Statewide Pavement Resurfacing Projects	20,906													$20,906	STATEWIDE PAVEMENT RESURF/PRESERV PROG
	P030127	Pavement Signing & Marking	0														
		Incident Response Program	7,000													$7,000	NHPP & Non-Mandatory CMAQ
		PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL	**287,265**	**$230,905**	**$123,481**	**$114,267**	**$113,320**	**$239,827**	**$278,918**	**$297,518**	**$184,013**	**$169,200**	**$320,400**	**$2,071,849**	**$1,937,300**	**$ 4,311,813**	

PIN #	PROJECTS EXEMPT FROM RMP FUNDS CONTINUED	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
	I-526 & I-26 - TDM Strategy Implementation															NHPP/STBG
	Carpool/Rideshare/Vanpool Program	300													$300	NHPP/STBG
	Telecommuting/Compressed WW/Flex/Stag Time	-														
P029171	Education, Promotion, Marketing	445	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	50 PL	60 PL	60 PL	60 PL	$530	$120	$1,095	($50K from 2022-2030, and $60K from 2031-2035)
P028057	US 17 Access Management	700													$700	
P028928	Improve Signal Timing @ 6 Interchanges	3,000													$3,000	
P029812	I-26 Corridor Management Plan (Jedburg Road/Exit 196 to US 17/Exit 221)	1,750													$1,750	NHPP/STBG
	Steed Creek Rd (S-1032/S-133)	-													$3,244	PUBLIC LANDS HIGHWAY-
SC FH 204(1)	(US 17 to Berkeley Co. Line)	-														FOREST HIGHWAY
	Resurfacing & Safety Improvements	3,244														ARRA FUNDS - $244,000
	Airport Connector Road	10,916	157 PE	79 PE									$236		$190,143	Charleston County Revenue Bond
		6,277														Charleston County Revenue Bond
		8,663														SC Department of Commerce
		-	20,000 C										$20,000			SC Department of Commerce
		-	33,013 C										$33,013			Charleston Co. Sales Tax
			22,000 C										$22,000			Charleston County - SC Legislature Apportionment
		-	20,215 C										$20,215			OAF - Other Allocated Funds (HIP)
		-	68,822 AC	34,411 ACC	34,411 ACC								$68,822			NHPP
	Lowcountry Lowline (City of Charleston)	7,000													$8,750	USDOT 2022 RAISE Grant
		1,750														Local Funds - City of Charleston
	East Coast Greenway Planning Grant			280 PL	2,220 PE								$2,500		$3,500	OAF - Other Allocated Funds
					1,000 PE								$1,000			STBG - TA Set Aside (State)
	Safe Streets & Roads for All (SS4A) Grant (FY 2023)		363 PL										$363		$453	USDOT 2023 SS4A Grant
	BCDCOG Comprehensive Safety Action Plan		91 PL										$91			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2023)		12,620 C										$12,620		$15,780	USDOT 2023 SS4A Grant
	Town of Mt. Pleasant Implementaion of Safety Action Plan Priority Projects		3,160 C										$3,160			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2023)		120 PL										$120		$150	USDOT 2023 SS4A Grant
	City of Charleston Comprehensive Safety Action Plan		30 PL										$30			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2023)		64 C										$64		$80	USDOT 2023 SS4A Grant
	City of Goose Creek Complete Streets/Safety Demonstration Project		16 C										$16			Local Funds
	Strengthening Mobility & Revolutionizing Transportation (SMART) Grant (FY 2023)		915 C										$915			USDOT 2023 SMART Grant
	City of Charleston SMART Phase 1: Planning & Prototyping Project (Calhoun St Corridor)															
	Safe Streets & Roads for All (SS4A) Grant (FY 2024)			6,000 C									$6,000		$7,500	USDOT 2024 SS4A Grant
	City of Goose Creek St. James Corridor (Hwy 176) Safe Streets & Crossings Implementaion Project			1,500 C									$1,500			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2024)			200 PL									$200		$250	USDOT 2024 SS4A Grant
	City of N. Charleston Comprehensive Safety Action Plan			50 PL									$50			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2024)			240 PL									$240		$300	USDOT 2024 SS4A Grant
	Town of Moncks Corner Comprehensive Safety Action Plan			60 PL									$60			Local Funds
	Safe Streets & Roads for All (SS4A) Grant (FY 2024)			240 PL									$240		$300	USDOT 2024 SMART Grant
	Town of Summerville Comprehensive Safety Action Plan			60 PL									$60			
	PROJECTS EXEMPT FROM GUIDESHARE SUBTOTAL	**42,295**	**$112,814**	**$43,170**	**$37,681**	**$50**	**$50**	**$50**	**$50**	**$60**	**$60**	**$60**	**$168,770**	**$120**	**$212,935**	
	PROJECTS EXEMPT FROM GUIDESHARE TOTAL	**397,766**	**$343,719**	**$166,650**	**$151,948**	**$113,370**	**$239,877**	**$278,968**	**$297,568**	**$184,073**	**$169,260**	**$320,460**	**$2,240,619**	**$1,937,420**		

[1] AC (Advanced Construction) reflects the use of state funds to initiate a project.

[2] AC Conversion (Advanced Construction Conversion) reflects the conversion of state funds to federal funds.

PIN #	LOCALLY FUNDED PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
	Nexton Pkwy, Sheep Island Interchange (I-26), I-26 Widening (Inclusive of Nexton Pkwy from N. Maple to Nexton Elementary)	21,500 8,320 54,000 5,700													89,520	SC Transportation Infrastructure Bank SC Ports Authority BC TST Local Funding
	US 17 Septima Clark Pkwy (End of I-26 to Ashley River Bridges)	10,000 15,000 12,500 118,800													$156,300	USDOT TIGER PROGRAM - LOCAL MATCH CITY OF CHARLESTON SCDOT FEDERAL MATCH PROGRAM INNOVATIVE FUNDING
0039389RD01	Henry Brown Blvd Extension - Phase I Liberty Hall Rd to Red Bank Rd System Capacity Improvement	5,974 350 15,500 21,150													$42,974	FEDERAL EARMARK BERKELEY COUNTY LOCALLY FUNDED TRANSPO. SALES TAX
	Henry Brown Blvd Extension - Phase II Liberty Hall Rd to US 52 Context Sensitive Capcity Improvement	2,000 - -													$2,000	BERKELEY COUNTY LOCALLY FUNDED TRANSPORTATION SALES TAX PROJECT
	Mark Clark Expressway Completion US 17 to James Island Connector Context Sensitive New Alignment Facility * Note - $150M ROW programmed in FFY 2024 applied to right-of-way aquisition on project segment from US-17/Savannah Highway to Connector B Rd (Phase 1)	13,000 3,500 35,300 3,700	$10,500 PE $12,000 PE $75,000 R $75,000 R				$25,000 R	$261,200 C					$10,500 $12,000 $100,000 $75,000 $261,200		$514,200	SC Transportation Infrastructure Bank Charleston County Sales Tax SC Transportation Infrastructure Bank Charleston County Sales Tax SC Transportation Infrastructure Bank
P030753	Palmetto Commerce Interchange	10,198 12,611 16,289	2,345 PE 6,600 C										$2,345 $6,600		$48,043	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston Co. Transpo Sales Tax
	Palmetto Commerce Parkway Phase III	8,831 15,669 500 19,331 500 - - - - -	 1,000 PE 29,169 R 831 R 4,169 C 7,831 C	 400 PE 5,000 R 23,500 C	 34,500 C	 11,500 C							 $1,000 $29,169 $831 $4,169 $8,231 $5,000 $69,500		$162,731	Charleston County Revenue Bonds Charleston County Revenue Bonds Charleston County Revenue Bonds SC Department of Commerce SC Department of Commerce SCANA Grant SCANA Grant Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax Charleston Co. Transpo Sales Tax
	Maybank Hwy Improvement Phase I, II & III	15,000											-		$15,000	Charleston Co. Sales Tax
	US 52 @ US 176 Intersection Improvement	5,200											-		$10,093	Berkeley Co. Sales Tax
P028111	SC 41 (US17 to Wando River Bridge)	2,000 9,608 - -	 $7,220 PE $2,600 R	 $182 PE $8,000 R	 $8,000 R $81,447 C	 $3,000 R							- $7,402 $21,600 $81,447		$122,057	Berkeley Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax Charleston Co. Sales Tax
	LCRT (Lowcountry Rapid Transit)[A]	45,588 3,215	$131,197 C										$131,197 -		$180,000	Charleston Co. Sales Tax Charleston Co. Sales Tax
	LOCALLY FUNDED PROGRAM TOTAL	**510,834**	**$365,462**	**$37,082**	**$123,947**	**$14,500**	**$25,000**	**$261,200**	**$0**	**$0**	**$0**	**$0**	**$827,191**	**$0**	**$1,342,918**	

[A] Local funds programmed reflect maximum Charleston County TST contribution of $180 million. Project cost estimate of $360 million developed in I-26ALT AA Study, will be refined and updated as the project advances through NEPA and Design process. Project intends to apply to the FTA's Capital Grant Program (CIG) to secure additional federal funds to construct.

PIN #	SAFETEA-LU EARMARK PROJECTS	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
0030285X	Railroad Ave Extension Berkeley County SAFETEA-LU # 416	13,290 2,051 8,200													$23,541	Berkeley Co TST Federal Earmark - $1,334,799.77 Includes SCDOT Match
0037345RD01	Port Access Rd Design/Build Project (Connecting to I-26)[d] SAFETEA-LU # 4872 *	10,000 318,544													$328,544	SAFETEA-LU FEDERAL EARMARK SC Ports Authority General Assembly SCDOT
	SAFETEA-LU EARMARK PROJECTS TOTAL	**352,085**											**$ -**		**$ 352,085**	

[d] SCDOT is managing this project on behalf of the SC Ports Authority through an intergovernmental agreement. Two funding allocations have been made by the SC General Assembly ($5.0 million to SCDOT and $167.0 million + interest to SCSPA).

	PIN #	FEDERAL TRANSIT ADMINISTRATION	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
Amendment 2/3/2025		CARTA - 5307/5340	52,413 33,376 19,037 11,000 -	8,997 5,365 C 3,633 OP 3,383 OP	8,997 C/O	6,198 C/O	6,260 C/O	6,322 C/O	6,386 C/O	6,449 C/O	6,514 C/O	6,579 C/O	6,645 C/O	$69,347 $5,365 $3,633 $3,383		$145,140	FTA Section 5307/5340 Capital 5307/5340 Operation 5307/5340 5311 Allocation - Award of funds subject to lapse (FY2023) 5311 Allocation - Award of funds subject to lapse (FY2023)
Amendment 2/3/2025		BCDRTMA 5307/5340	2,137 24	396 OP	396 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	301 OP	$3,200		$5,361	5307 Sub-Allocation Match
		CARTA - Section 5307 Urbanized Area Formula Grants (CARES Act)	15,000													$15,000	FTA Section 5307 - CARES Act
		CARTA - Section 5307 Urbanized Area Formula Grants (ARP Act)	4,975 4,955													$9,930	FTA Section 5307 - ARP Act
		BCDCOG - Section 5307 Urbanized Area Formula Grants (CARES Act)	1,893 - -													$1,893	FTA Section 5307 - CARES Act
		BCDCOG - Enhanced Mobility Section 5310	-													$4,839	FTA Section 5310 - Enhanced Mobility Program
		FY2021 Apportionment	518													$518	FY 2021 Allocation
		CARTA - Purchase of Vehicles															FY 2021 Allocation
		Berkeley Citizens, Inc - Purchase of Vehicles															FY 2021 Allocation
		Charleston-Dorchester Mental Health															FY 2021 Allocation
		Trident Smart Ride - MM															FY 2021 Allocation
		BCDCOG Administrative															FY 2021 Allocation
		FY2022 Apportionment	760													$760	FY 2022 Allocation
		CARTA - Purchase of Vehicles															FY 2022 Allocation
		Berkeley Citizens, Inc - Purchase of Service															FY 2022 Allocation
		Charleston-Dorchester Mental Health - Purchase of Service															FY 2022 Allocation
		Dorchester County Board of Disabilities & Special Needs - Purchase of Vehicles															FY 2022 Allocation
		Trident Smart Ride - MM															FY 2022 Allocation
		BCDCOG Administrative															FY 2022 Allocation
		FY2023 Apportionment	-	779 C/O										$779		$779	FY 2023 Allocation
		CARTA - Purchase of Vehicles		375 CA													FY 2023 Allocation
		CARTA - Paratransit Operations		69 OP													FY 2023 Allocation
		CARTA On-Demand - Purchase of Service		200 CA													FY 2023 Allocation
		Charleston-Dorchester Mental Health		25 OP													FY 2023 Allocation
		Trident United Ways - MM		50 CA													FY 2023 Allocation
		Trident Smart Ride - MM		40 CA													FY 2023 Allocation
		BCDCOG Administrative		20 AD													FY 2023 Allocation
		FY2024 Apportionment			849 C/O									$849		$849	FY 2024 Allocation
		CARTA - Purchase of Vehicles			322 CA												FY 2024 Allocation
		CARTA On-Demand - Purchase of Service			275 CA												FY 2024 Allocation
		Berkeley Citizens, Inc - Purchase of Service			52 CA												FY 2024 Allocation
		Charleston-Dorchester Mental Health			25 OP												FY 2024 Allocation
		Charleston County Board of Disabilities & Special Needs - Purchase of Vehicle			96 CA												FY 2024 Allocation
		Association for the Blind & Visually Impaired South Carolina (ABVI)			14 OP												FY 2024 Allocation
		Trident United Ways - MM			20 CA												FY 2024 Allocation
		Trident Smart Ride - MM			25 CA												FY 2024 Allocation
		BCDCOG Administrative			20 AD												FY 2024 Allocation
Amendment 2/3/2025		FY2025			849 C/O									$849		$849	FY 2025 Allocation
		FY2026				539 C/O								$539		$539	FY 2026 Allocation
		FY2027					544 C/O							$544		$544	FY 2027 Allocation
		CARTA - Bus & Bus Facilities 5339	1,373 2,062 1,029		2,754 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	701 CA	$8,362		$9,735	5339 Allocation 5339 Allocation 5339 Allocation - Award of funds subject to lapse
		BCDCOG - 5339 Bus & Bus Facilities Discretionary Grant	2,777 1,617											$0 $0		$0	FY 2020 Allocation FY 2020 - Match
		HOPE Discretionary Grant (FY 2020)	270 30													$0	FTA HOPE Grant Local Match - Charleston Co. Sales Tax
		LoNo Discretionary Grant (FY 2023)	-	25,907 CA										$25,907		$31,864	FTA Seection 5339(c)
		CARTA Shipwatch Square Transit Hub & Regional Workforce Development Center	-	5,957 CA										$5,957			Local Match - Charleston Co. Sales Tax
		COVID-19 Research Demonstration Grant (FY 2020)	575 100													$0	FTA Federal Funds Local Match - Charleston Co. Sales Tax
		Transit-Oriented Development (TOD) Pilot Program Planning Grant (FY 2021) Lowcountry Rapid Transit Corridor TOD Study Phase 2	860 215													$0	2021 Section 20005(b) Local Match - Charleston Co. Sales Tax
		Transit-Oriented Development (TOD) Pilot Program Planning Grant (FY 2023) Lowcountry Rapid Transit Corridor TOD Study Phase 3: Affordable Housing Blueprint			1,200 PL									$1,200		$1,200	2023 Section 20005(b)
		CARTA - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021) CARTA Downtown Route Restoration Plan	564 -													$0	FTA Section 5307 - ARP Act
		BCDCOG - American Rescue Plan (ARP) Route Planning Restoration Program Grant (FY 2021) US-52 Bus Rapid Transit (BRT) Corridor Study	650 -													$0	FTA Section 5307 - ARP Act
		BCDCOG - FTA Area's of Persistent Poverty Grant (FY 2023)	-	342 PL										$342			FTA Section 5305
		Tri-County Link (TCL) On-Demand Rural Transit Development Plan	-	38 PL										$38			Local Match
		Transit System Stop and Shelter Design Manual	150 38														CHATS RMP (Federal) - FTA Flex Funding* Local Match
		Tricounty Link/CARTA Computer Aided Dispatch & Automatic Vehicle Locator (CAD/AVL)	1,300														CHATS RMP (Federal/State) - FTA Flex Funding*
-		Regional Van Pool Program	1,500											$0		$1,500	CHATS RMP (Federal/State) - FTA Flex Funding*
Correction 1/10/2025	-	Regional Park and Ride Development Project	- - -		6,150 C* 250 PE* 100 R*									$6,150 $250 $100		$6,500	CHATS RMP (Federal/State) - FTA Flex Funding*
		FTA (Federal) SUBTOTAL	**400,873**	**$48,801**	**$22,394**	**$7,739**	**$7,806**	**$7,324**	**$7,388**	**$7,451**	**$7,516**	**$7,581**	**$7,647**	**$130,294**		**$229,800**	

PIN #	TRANSPORTATION ALTERNATIVES	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
P030592	St. Thomas Island/Clements Ferry Pedestrian Connector Phase I	115		1,085 C									$1,085		$1,977	STBG - TA Set Aside
P028937	From Beresford Creek Dock on St. Thomas Island Dr to the E entrance to Blackbaud (Berk. & Charleston Cnty)	29		749 C									$749			Local Match
P032505	Boulder Bluff Pedestrian Safety Phase I	783											$0		$979	STBG - TA Set Aside
	Intersection of Amy Dr & Eather Dr to Stephanie Dr (Goose Creek)	196											$0			Local Match
	Tanner Plantation/Foster Creek Trail Phase III	156		977 C									$977		$1,527	STBG - TA Set Aside
	Williams Ln on Foster Creek Rd to Archibald Dr (Hanahan)	39		355 C									$355			Local Match
P037492	Shem Creek Bridge Bike Lane Additions	836											$0		$1,044	STBG - TA Set Aside
	SC 703 (Mt Pleasant)	208											$0			Local Match
	Camp Rd Multi-Use Path Connection	974											$0		$1,217	STBG - TA Set Aside
	To James Island County Park (Charleston County)	243											$0			Local Match
	Rembert C. Dennis Blvd Sidewalks			1,248									$1,248		$1,560	STBG - TA Set Aside
	Sidewalk Connection along R.C. Dennis Blvd from the Moncks Corner ES/Stoney Landing Rd to US 52			312									$312			Local Match
	Indian Avenue Pedestrian Path			505									$505		$673	STBG - TA Set Aside
	Sidewalk Connection along Indian Ave. from W. 2nd St to E. 2nd St (City of Folly Beach)			168									$168			Local Match
	Sawmill Branch Trail - Oakbrook Extension			1,250									$1,250		$1,920	STBG - TA Set Aside
	Trail Extension from Oakbrook YMCA to Dorchester Rd (Dorchester County)			670									$670			Local Match
	IOP Connector Sidewalk Widening			478									$478		$638	STBG - TA Set Aside
	Trail along IOP Connector from Rifle Range Rd to Sweetgrass Basket Pkwy/Hungryneck Blvd (TOMP)			159									$159			Local Match
	W. Coleman Blvd Bicycle Infill			1,250									$1,250		$1,581	STBG - TA Set Aside
	Bike Lane Infill & LBI Signalization Upgrades from Patriots Point Rd to Pherigo St/St Vincent Dr (TOMP)			331									$331			Local Match
	Old Hanahan Trail (Phase 1)			1,156									$1,156		$1,445	STBG - TA Set Aside
	Murray Drive Alignment from Bishop Rd to MWV/Kapstone Park (City of of Hanahan)			289									$289			Local Match
	Sanders Rd Sidewalk Infill			1,000									$1,000		$1,250	STBG - TA Set Aside
	Sidewalk Infill along Sanders Rd between Bees Ferry Rd & Glenn McConnell Pkwy (City of Charleston)			250									$250			Local Match
	Old Towne Creek County Park Trails Project	100											$0		$125	STBG - RTP Funds (SCPRT 2020)
		25											$0			Local Match
	Summerville Preserve	100											$0		$537	STBG - RTP Funds (SCPRT 2022)
	Trail System - Phase 1 (Town of Summerville)	437											$0			Local Match
	Hamlin Trails	100											$0		$291	STBG - RTP Funds (SCPRT 2022)
	Rifle Range Rd (Rifle Range Trail to US-17/Rifle Range Rd Connector) (Town of Mt. Pleasant)	191											$0			Local Match
	Sullivan's Island Beachfront Nature Trail	-	100 C										$100		$157	STBG - RTP Funds (SCPRT 2023)
		-	57 C										$57			Local Match
	TRANSPORTATION ALTERNATIVES (Federal) SUBTOTAL	**$3,164**	**$100**	**$8,949**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,049**	**$0**	**$16,922**	

PIN #	CARBON REDUCTION PROGRAM (CRP)	Previous Years	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	TIP COST (2024-2033)	REMAINING COST (2034+)	TOTAL PROJECT COST	FUNDING SOURCE
	CHATS Carbon Reduction Program (CRP)															
	SCDOT/District 6														$1,159	
	US-17A Summerville Adaptive (Beauregard Rd to US-78) Signal Retiming			81 C									$81			Carbon Reduction Program (CRP)
	Rivers Ave North (Otranto Rd to Stokes Ave) Signal Retiming			90 C									$90			Carbon Reduction Program (CRP)
	Rivers Ave South (Midland Park to Remount Rd) Signal Retiming			63 C									$63			Carbon Reduction Program (CRP)
	University Blvd (Ingelside Dr to Fernwood Dr) Signal Retiming				54 C								$54			Carbon Reduction Program (CRP)
	US-52 (Goose Creek) (US-176 to Stephanie Dr) Signal Retiming				63 C								$63			Carbon Reduction Program (CRP)
	US-176 (South Goose Creek) (Thomason Blvd to Crowfield Blvd) Signal Retiming				81 C								$81			Carbon Reduction Program (CRP)
	US 176 N (Goose Creek) (Gainsborough Dr to Devon Blvd) Signal Retiming				45 C								$45			Carbon Reduction Program (CRP)
	Ladson Rd (US 78/College Park Rd to Limehouse Dr) Signal Retiming					54 C							$54			Carbon Reduction Program (CRP)
	Dorchester/526 (I-526 to Leeds Ave) Signal Upgrade					170 C							$170			Carbon Reduction Program (CRP)
	Dorchester/Montague (Bream Rd to Montague Ave) Signal Upgrade					136 C							$136			Carbon Reduction Program (CRP)
	Montague Ave (I-26 to Mixon) Signal Upgrade					184 C							$184			Carbon Reduction Program (CRP)
	Spruill Ave (McMillan Ave to Reynolds) Signal Upgrade						138 C						$138			Carbon Reduction Program (CRP)
	City of Charleston														$705	Carbon Reduction Program (CRP)
	US 17/Savannah Highway (Dobbin Rd to Parish Rd/Stocker Dr) Signal Retiming			144 C									$144			Carbon Reduction Program (CRP)
	SC 7/Sam Rittenburg (I-526 to Poston Rd) Signal Retiming			81 C									$81			Carbon Reduction Program (CRP)
	St. Andrews/SC 61 (Colony Dr to Bees Ferry Rd) Signal Retiming			162 C									$162			Carbon Reduction Program (CRP)
	Old Towne Rd (Donahue Dr to Carriage Ln) Signal Retiming				18 C								$18			Carbon Reduction Program (CRP)
	Glenn McConnell Pkwy (Essex Farms Rd to Bees Ferry Rd) Signal Retiming				36 C								$36			Carbon Reduction Program (CRP)
	Paul Cantrell Blvd (Tobias Gadsden Blvd to Magwood Dr) Signal Retiming				36 C								$36			Carbon Reduction Program (CRP)
	Bees Ferry Rd (Hunt Club Run/Main Rd to West Ashley Circle) Signal Retiming				72 C								$72			Carbon Reduction Program (CRP)
	Savage Rd (@ Henry Tecklenburg Dr) Signal Upgrade					26 C							$26			Carbon Reduction Program (CRP)
	St Philip St (Morris St to Vanderhorst St) Signal Upgrade					64 C							$64			Carbon Reduction Program (CRP)
	Rutledge Ave (Clevland St to Huger St) Signal Upgrade					44 C							$44			Carbon Reduction Program (CRP)
	Magnolia Rd (@Sycamore Av) Signal Upgrade					22 C							$22			Carbon Reduction Program (CRP)
	Town of Mount Pleasant														$2,192	Carbon Reduction Program (CRP)
	US 17 Adaptive (McGrath Darby Blvd to Carolina Park Blvd) Signal Upgrade			951 C									$951			Carbon Reduction Program (CRP)
	Coleman Blvd/Ben Sawyer Blvd (Patriots Point Rd to Center St) Signal Upgrade			87 C									$87			Carbon Reduction Program (CRP)
	Long Point Rd (Insync Adaptive Upgrade) Signal Upgrade			430 C									$430			Carbon Reduction Program (CRP)
	Hungryneck/Sweetgrass (Midtown Ave to Half Moon Bay Ln) Signal Upgrade				310 C								$310			Carbon Reduction Program (CRP)
	Rifle Range Rd (ong Grove Rd to Hamlin Rd) Signal Upgrade				208 C								$208			Carbon Reduction Program (CRP)
	Bowman Rd (Mathis Ferry Rd to Chuck Dawley Blvd) Signal Upgrade				145 C								$145			Carbon Reduction Program (CRP)
	Whipple Rd & Indigo Court Signal Upgrade				61 C								$61			Carbon Reduction Program (CRP)
	CARBON REDUCTION PROGRAM (Federal) SUBTOTAL	**$0**	**$0**	**$2,089**	**$1,129**	**$700**	**$138**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,056**	**$0**	**$4,056**	
	TIP GRAND TOTAL (includes Debt Service)	**$1,664,722**	**$810,944**	**$345,531**	**$320,251**	**$161,319**	**$289,661**	**$553,376**	**$310,840**	**$197,410**	**$182,662**	**$333,928**	**$3,480,044**	**$1,937,420**	**$2,542,511**	

CHATS CHARLESTON AREA TRANSPORTATION STUDY

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POLICY COMMITTEE

MEMORANDUM

Date: January 10, 2025
To: PUBLIC COMMENT NOTICE
From: CHATS MPO
Subject: CHATS FY 2024-2033 Transportation Investment Plan (TIP) Amendment Process Modification

Modification to the CHATS Transportation Improvement Program (TIP) Amendment Process is proposed as follows:

The CHATS TIP is a living document, and circumstances may dictate necessary revisions as project information changes. Revisions to the TIP are categorized as either Minor Amendments or Major Amendments, and the designation of each are informed by Federal (23 CFR 450.104 and 23 CFR 450.328) and state policies. Although the TIP is required by federal law to cover a period of at least four years, the current TIP was recently updated to cover an extended ten-year period between federal fiscal year (FFY) 2024 and FFY 2033 to align the region's list of planned transportation projects with the statewide transportation improvement program (STIP).

Staff proposes modifying the CHATS TIP Major Amendment requirements to include projects that are changing the funding year for a phase-of-work or adjusting its start or completion date beyond a four-year timeframe (See attachment). As a major amendment to the TIP, CHATS will review the proposed adjustment to the project with the Study Team and make recommendation to the CHATS Policy Committee for approval. Major amendments follow procedures for public participation and will be advertised for a 21-day public review period.

3.4 Amendment Process

The TIP is a living document and circumstances may dictate necessary revisions as project information changes. Federal (23 CFR 450.104 and 23 CFR 450.328) and state policies group these changes into **two categories**:

- **Minor Amendments**
  - Making small adjustments to project costs (≤10% of total project cost)
  - Changing the funding source
  - Adjusting the project limits (splitting or combining projects)
  - Shifting funds between projects (as long as it doesn't destabilize a project)
  - Modifying the funding year or adjusting the start or completion date of a project within a four-year timeframe
  - Adding a previous phase
  - Changing the project description (as long as it doesn't affect the Air Quality Conformity finding, change the scope of the project, necessitate NEPA document revisions, or alter the NEPA determination)
- **Major Amendments**
  - Making a large change to project costs (>10% of total project cost)
  - Shifting the funding year
  - Adding a new project or removing a project
  - Adding un-programmed funds (regardless of the funding source)
  - Making a large change to the project scope (such as a change that is inconsistent with the NEPA documentation, will alter the NEPA determination, or affect the approved Air Quality Conformity findings)
  - Modifying the funding year for a phase-of-work of a project or adjusting the start or completion date of a project beyond a four-year timeframe

Amendments to the TIP are allowed at any time as long as the **same federal and state regulations** used to develop the original TIP document are followed. Minor amendments do not require procedures for public participation and can be made once approved by the BCDCOG Executive Director and the SCDOT Office of Statewide Planning. Major amendments require approval from the CHATS Policy Committee, SCDOT, FHWA, and FTA, which may take up to 60 days to process. Both types of amendments must be fiscally constrained (see **Section 6.1**) and must be consistent with the region's long-range transportation plan and Title VI requirements.

When CHATS receives a request for a TIP amendment from a local jurisdiction, transit provider, or SCDOT, its staff will first determine if the amendment represents a minor or major amendment. If the amendment represents a **minor change**, CHATS will add it to the regional TIP and provide SCDOT with the appropriate documentation to modify the statewide TIP. SCDOT will then provide FHWA and FTA an updated statewide TIP for their reference.

If the amendment represents a **major change**, CHATS will review the proposed amendment with the Study Team and advertise the proposed TIP amendment on the BCDCOG website to solicit public input. Feedback from the public is then shared with the CHATS Policy Committee. If the amendment is approved by the committee outright or with modifications, it will be added to the regional TIP, forwarded to SCDOT for inclusion within the statewide TIP, and shared with FHWA and FTA for their review.

CHATS

CHARLESTON AREA TRANSPORTATION STUDY

2045 CHATS LONG RANGE TRANSPORTATION PLAN
AMENDMENT #2 (Draft)

Amendment (Pending): February 3, 2025

Amendment #2 –

A. PERFORMANCE MEASURES – Safety Performance Measures & Targets

Federal regulations maintained under the Infrastructure Investment and Jobs Act (IIJA) also known as the "Bipartisan Infrastructure Law" (BIL) (Pub. L. 117-58, November 15, 2021), 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 CHATS MPO is amending the CHATS 2045 Long Range Transportation Plan (LRTP) to include the annual highway safety targets set by the South Carolina Department of Transportation (SCDOT) for the 2025 performance period.

CARTA and TriCounty Link (TCL), the local recipient and sub-recipient 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 and states, so all plans and performance reports are coordinated. CARTA and TCL have and will continue to share this data with the CHATS MPO to facilitate its performance-based planning process. The CHATS MPO is amending the CHATS 2045 LRTP to include the transit safety targets set and reported by CARTA and TCL for the 2025 performance period.

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.

Highway Safety

For the 2025 performance period, the CHATS MPO accepts and supports the State of South Carolina's DOT safety targets for all five highway safety performance measures presented in Table 1 below.

Table 1: SCDOT and CHATS Safety Measures Baseline (2019-2023) and State Safety Targets (2025)

Measure	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injuries Rate*	NMU Fatalities and Serious Injuries
State Baseline (2019-2023) Average	1,081.6	1.775	2,782.2	4.567	479.8
State Targets (2021-2025) Approved	**1,080**	**1.782**	**2,764**	**4.561**	**453.4**
CHATS Baseline (2019-2023) Average	97.2	1.419	360.6	5.266	86.6

*Note - *Rate per 100 million vehicle miles traveled*

This means CHATS 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.

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 and to report on their progress toward achieving set targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

Transit Safety

The Charleston Area Regional Transportation Authority (CARTA) and TriCounty Link (TCL), as required by the federal Public Transportation Agency Safety Plan (PTASP) final rule issued on June 19, 2019, has each developed a PTASP including processes and procedures implementing a Safety Management Systems (SMS) for the respective local transit agencies. The CARTA Board of Directors certified the agency's Safety Plan on June 17, 2020, and adopted its annual Plan update on August 16, 2024. The BCDCOG Board of Directors revised and certified TriCounty Link's Safety Plan on August 26, 2024.

Included in Tables 2 &3 below, are the agencies' targets and summary of performance for the 2024 period, and the targets set for the performance period 2025. Each agency will continue to report on progress and update targets on an annual basis, and coordinate with the CHATS MPO to ensure that the goals, objectives, measures and targets set in the PTASP are integrated into the MPO's planning processes.

Table 2: CARTA Transit Safety Performance (2024) and Safety Targets (2025)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2024 Target)	0	0	5	1.47	10	2.95	30,000
All Bus Service (2024 Actual Performance)	0	0	2	0.58	14	4.09	26,962
All Bus Service (2025 Target)	**0**	**0**	**5**	**1.47**	**10**	**2.95**	**30,000**

*Note - *Rate per 1,000,000 vehicle revenue miles; **Average distance between major mechanical failures*

Table 3: TCL Transit Safety Performance (2024) and Safety Targets (2025)

Mode of Transit Service	Fatalities (Total)	Fatality Rate*	Injuries (Total)	Injuries Rate*	Safety Events (Total)	Safety Events Rate*	System Reliability**
All Bus Service (2024 Target)	0	0	3	0.49	6	0.99	65,000
All Bus Service (2024 Actual Performance)	0	0	0	0	3	0.49	151,629
All Bus Service (2025 Target)	**0**	**0**	**2**	**0.33**	**5**	**0.82**	**65,000**

*Note - *Rate per 100,000 vehicle revenue miles (VRM); **Average distance (VRM) between major mechanical failures*

For the 2025 performance period the CHATS MPO accepts and supports the safety performance measures and targets set in the CARTA and TCL PTASPs. The MPO will continue to work with both transit service providers to achieve these targets.

B. SCDOT Statewide 2024 STAMP System Performance Report

Federal regulations maintained under the Infrastructure Investment and Jobs Act (IIJA) also known as the "Bipartisan Infrastructure Law" (BIL) (Pub. L. 117-58, November 15, 2021), require state departments of transportation (DOTs) and metropolitan planning organizations (MPOs), and by extension the State Department of Transportation is requiring COGs, 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 and have been established by FHWA for Highway Safety (PM 1), Infrastructure Condition (Pavement and Bridge) (PM 2), System Reliability and Freight Mobility (PM 3) and Congestion Mitigation & Air Quality Improvement Program (PM 3). Federal regulations further require that DOTs/MPOs establish targets for these prescribed measures, evaluate the performance of the transportation system and report on progress made.

As part of federal regulatory requirement 23 CFR 450.324 (f) (3-4), the South Carolina Department of Transportation (SCDOT) has completed the Statewide 2024 STAMP System Performance Report which reports on SCDOT's progress toward statewide performance measures and targets set in their Transportation Asset Management Plan (TAMP). This report summarizes the progress made at the 2-year interim or mid-point (through end of year 2023) of the second performance period 2022-2025. To have statewide consistency MPOs/COGs have been asked to include this performance report in their respective LRTP documents by appendix. As such, the CHATS MPO is amending the CHATS 2045 Long Range Transportation Plan (LRTP) to include the SCDOT Statewide 2024 STAMP System Performance Report (Appendix E) which presents the statewide baselines, performance/condition measures, targets and progress made by the agency toward achieving these targets set for the 2022-2025 performance period.

APPENDIX A: ADOPTION/APPROVAL RESOLUTION

APPENDIX B: CHATS STUDY TEAM/POLICY COMMITTEE MEETING MINUTES

APPENDIX C: CARTA Public Transportation Agency Safety Plan (PTASP) 2025 Performance Targets

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
FROM: Jeff Hughes, Chief Safety Officer, BCDCOG
DATE: November 7, 2024
SUBJECT: Public Transportation Agency Safety Plan Performance Targets
CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The National Public Transportation Safety Plan Rule, which defines the four performance measures for which transit agencies and MPOs have to set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The CARTA Board of Directors revised its annual Safety Plan certification on August 16, 2024. Included below are the 2025 targets for the four safety measures, which is updated annually hereafter.

FTA's PTASP regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. The MPO is responsible for integrating performance measures from PTASP into their planning processes in accordance with 23 CFR §450.306(d)(4) that states "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program…" The regulation lists nine plans that are among those the MPO must integrate into its planning process (23 CFR § 450.306(d)(4)(i)-(viii)), & the PTASP is one of them.

FY 2025 Safety Performance Targets CARTA							
Mode of Transit Service	**Fatalities** (Total)	**Fatalities** (Rate)	**Injuries** (Total)	**Injuries** (Rate)	**Safety Events** (Total)	**Safety Events** (Rate)	**System Reliability** (Average distance between major mechanical failures)
All Bus Services	0	0/1,000,000 VRM	5	1.47/1,000,000 VRM	10	2.95/1,000,000 VRM	30,000 VRM

FY 2024 Safety Performance CARTA								
	Mode of Transit Service	**Fatalities** (Total)	**Fatalities** (Rate)	**Injuries** (Total)	**Injuries** (Rate)	**Safety Events** (Total)	**Safety Events** (Rate)	**System Reliability** (Average distance between major mechanical failures)
Target	All Bus Services	0	0/1,000,000 VRM	5	1.47/1,000,000 VRM	10	2.95/1,000,000 VRM	30,000 VRM
Actual	All Bus Services	0	0/1,000,000 VRM	2	.58/1,000,000 VRM	14	4.09/1,000,000 VRM	26,962 VRM

CARTA established the goal to make transit safer for all customers, employees, and the local community through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. Staff will continue to work toward improving processes to ensure the safety of its customers, employees, and the public with the goal of exceeding the performance measures established in the PTASP. CARTA aims to support a robust safety culture, and achieve the highest level of safety performance, meeting all established safety standards with a commitment to safety from the Board of Directors, to the executive leadership team to the frontline employee.

In summary, there were a total of **3,424,186 VRM**, 127 mechanical failures, 2 total injuries, and 14 total safety events. To note, there has been a trending decline in injuries as defined by the FTA.

Please feel free to contact me with any questions or for further information. We appreciate the coordinated effort with our member jurisdictions, the CHATS MPO, and SCDOT to improve safety for transit access and transit facilities.

***NOTE-** The targets have been converted to the FTA standard of vehicle revenue miles **(VRM)** versus passenger trips, which explains the difference in performance data calculations from previous year.

Target SPT injuries (2)/ by annual VRM (3,424,186) X 1,000,000 = 0.58 per 1,000,000 VRM

Target SPT safety events (14)/ by annual VRM (3,424,186) X 1,000,000= 4.09 per 1,000,000 VRM

Actual SPT system reliability 3,424,186/127 = 26,962

APPENDIX D: TriCounty Link Public Transportation Agency Safety Plan (PTASP) 2025 Performance Targets

MEMORANDUM

TO: Sarah Cox, Transportation Planner, BCDCOG / CHATS MPO
FROM: Jeff Hughes, Chief Safety Officer, BCDCOG
DATE: November 13, 2024
SUBJECT: Public Transportation Agency Safety Plan Performance Targets
CC: Kathryn Basha, Planning Director, BCDCOG / CHATS MPO; file

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule serves as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule, which defines the four performance measures for which transit agencies and MPOs must set targets. The PTASP final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators are required to develop a PTASP including processes and procedures implementing a Safety Management Systems (SMS). The RTMA Board of Directors revised its annual Safety Plan certification on August 26, 2024. Included below are the 2025 targets for the four safety measures, which are updated annually.

FTA's PTASP regulation, 49 CFR Part 673, requires the state or transit agency that drafted the Agency Safety Plan to make its safety performance targets available to states and MPOs to aid in the planning process and to coordinate with states and MPOs in the selection of state and MPO safety performance targets. The MPO is responsible for integrating performance measures from PTASP into their planning processes in accordance with 23 CFR §450.306(d)(4) that states "an MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other state transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program…" The regulation lists nine plans that are among those the MPO must integrate into its planning process (23 CFR § 450.306(d)(4)(i)-(viii)), & the PTASP is one of them.

2025 Safety Performance Targets (SPT) RTMA							
Mode of Transit Service	**Fatalities** (Total)	**Fatalities** (Rate)	**Injuries** (Total)	**Injuries** (Rate)	**Safety Events** (Total)	**Safety Events** (Rate)	**System Reliability** (Average distance between major mechanical failures)
All Bus Services	0	0/100,000 VRM	2	.33/100,000 VRM	5	.82/100,000 VRM	65,000 VRM

2024 Safety Performance Targets (SPT) RTMA								
	Mode of Transit Service	**Fatalities** (Total)	**Fatalities** (Rate)	**Injuries** (Total)	**Injuries** (Rate)	**Safety Events** (Total)	**Safety Events** (Rate)	**System Reliability** (Average distance between major mechanical failures)
Target	All Bus Services	0	0/100,000 VRM	3	**.**49/100,000 VRM	6	**.**99/100,000 VRM	65,000 VRM
Actual	All Bus Services	0	0/100,000 VRM	0	0.0/100,000 VRM	3	**.**49/100,000 VRM	151,629 VRM

RTMA established the goal to make transit safer for all customers, employees, and the local community through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing. Staff will continue to work toward improving processes to ensure the safety of their customers, employees, and the public with the goal of exceeding the performance measures established in the PTASP. RTMA aims to support a robust safety culture, and achieve the highest level of safety performance, meeting all established safety standards with a commitment to safety from the Board of Directors to the executive leadership team and to the frontline employee.

In summary: **606,515 VRM, 4 mechanical failures, zero total injuries, and 3 total safety events.**

Please feel free to contact me with any questions or for further information. We appreciate the coordinated effort with our member jurisdictions, the CHATS MPO, and SCDOT to improve safety for transit access and transit facilities.

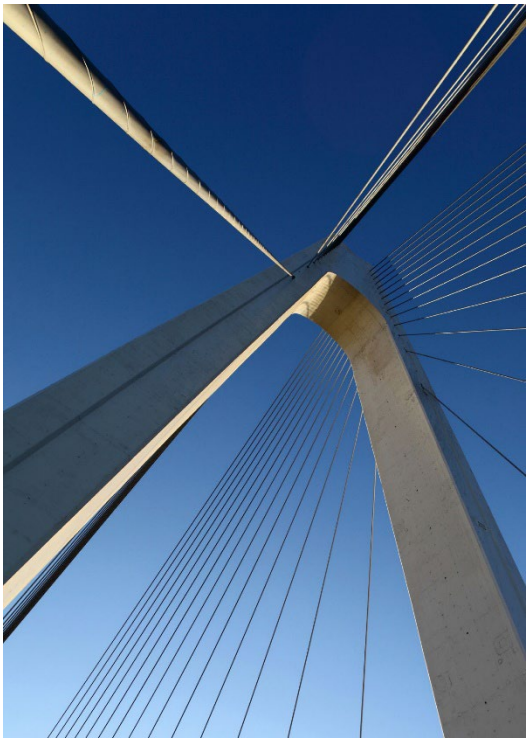
***NOTE-** The targets have been converted to the FTA standard of vehicle revenue miles **(VRM)** versus passenger trips.

Target SPT injuries (0)/ by annual expected VRM (606,515) X 100,000 = 0.00 per 100,000 VRM

Target SPT safety events (3)/ by annual expected VRM (606,515) X 100,000=.49

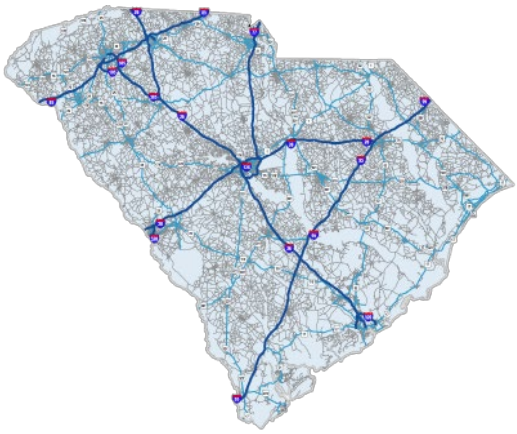
Target SPT system reliability 606,515/4 failures= 151,629

APPENDIX E: SCDOT Statewide 2024 STAMP System Performance Report



2024 STAMP System Performance Report

Date: November 2024
23 CFR 450.324 (f)(3-4)



Produced by:
South Carolina Department of Transportation

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EXECUTIVE SUMMARY

Transportation Performance Management (TPM) requires agencies to use a coordinated, data-driven approach to make transportation investment decisions that support national goals established in federal surface transportation authorizations for the Nation's federal-aid highway and public transportation programs.

The Office of Planning, South Carolina Department of Transportation (SCDOT), South Carolina Department of Public Safety (SCDPS), 11 Metropolitan Planning Organizations (MPOs) and 10 Council of Government (COGs) have worked together to incorporate the Federal TPM requirements into planning and programming activities. SCDOT adopts and reports on targets for the Federal Highway Administration (FHWA) required performance measures. This report summarizes the progress of the mid-point (end of year 2023) of the second performance period of 2022-2025.

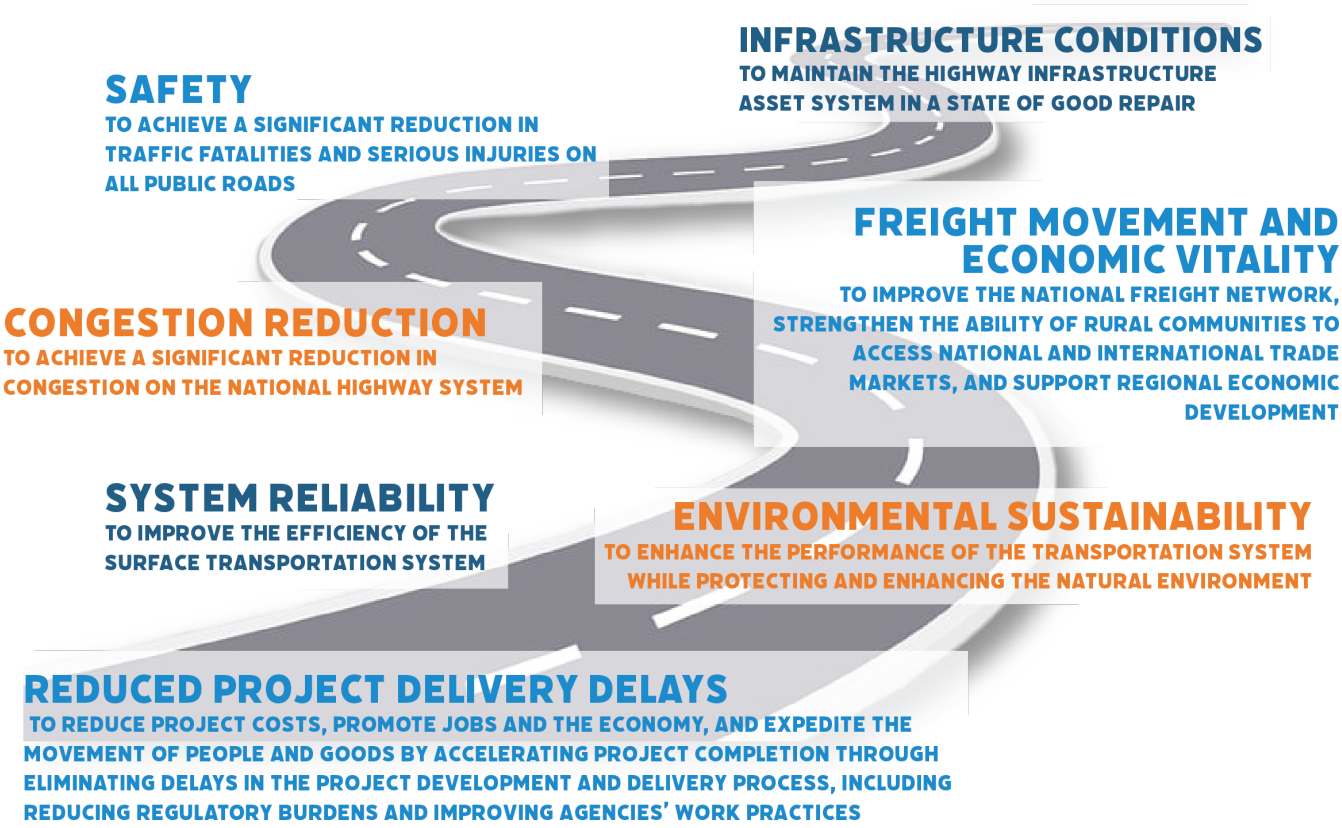
TPM Category	Performance Area	Performance Metric	Where the Metric Measured
PM1	Safety	Fatalities and Serious Injuries for motorized vehicles, bicyclist and pedestrians	Public roads
PM2	Infrastructure	Condition of pavement and bridges	National Highway System (NHS)
PM3	System Performance	Reliability of passenger travel	Interstate and Non-Interstate NHS System
PM3	System Performance	Reliability of truck travel	Interstate System
PM3	System Performance	Congestion and emissions	NHS in air quality non-attainment and maintenance areas

South Carolina set targets for the second performance period (2022-2025) based on planning investments and forecasted performance through the use of data driven metrics. A snapshot of progress towards those targets is shown in the table below. This document also includes the first performance period (2018-2021) for historical comparison in the sections that follow, along with safety measures, and regional measures for MPOs and COGs.

Performance Measure	*Baseline (2021)*	*2023 Target*	*2023 Actual*	*Progress from 2023 Target*	*2025 Target*
Interstate Pavement in Good Condition	75.8%	77.0%	70.7%	↓	78.0%
Interstate Pavement in Poor Condition	0.2%	2.5%	0.6%	↑	2.5%
Non-Interstate NHS Pavement in Good Condition	38.8%	36.0%	38.6%	↑	38.0%
Non-Interstate NHS Pavement in Poor Condition	1.6%	10.0%	1.9%	↑	10.0%
NHS Bridge Deck Area in Good Condition	38.5%	35.0%	33.6%	↓	34.0%
NHS Bridge Deck Area in Poor Condition	4.3%	6.0%	4.4%	↑	6.0%
Interstate Travel Time Reliability	95.9%	89.1%	94.4%	↑	89.1%
Non-Interstate NHS Travel Time Reliability	95.0%	85.0%	93.1%	↑	85.0%
Interstate Truck Travel Time Reliability	1.31	1.45	1.37	↑	1.45

PURPOSE OF REPORT

The United States Congress' Moving Ahead for Progress in the 21st Century (MAP-21), enacted in 2012, and the subsequent Fixing America's Surface Transportation Act (FAST Act), enacted in 2015, required state Department of Transportations (DOTs) to establish and use a performance based approach in planning and programming to provide in the transportation process and funding transportation investments. The performance based approach must be used to support the seven national goals established in MAP-21. The national goals are as follows:



The new federal surface transportation authorization, Bipartisan Infrastructure Law (BIL), was signed in November 2021, and provides funding through 2027. Performance management provisions associated with the new BIL, continue the previous transportation acts. To implement the performance management provisions, United States Department of Transportation (USDOT) established performance measures that transportation agencies are required to use across three broad areas of responsibility below:

SAFETY(PM1)
FATALITIES AND SERIOUS INJURY

INFRASTRUCTURE CONDITION (PM2)
NATIONAL HIGHWAY SYSTEM
BRIDGES AND PAVEMENTS

SYSTEM PERFORMANCE (PM3)
TRAFFIC CONGESTION, ON-ROAD MOBILE SOURCE EMISSIONS, AND FREIGHT MOVEMENT

In conjunction with the PM2 rule, FHWA also finalized a Transportation Asset Management Plan (TAMP) rule that requires states to develop and implement an asset management plan for National Highway System (NHS) roads and bridges within a state to improve and maintain those facilities. While the TAMP is not a performance measure rule, it does require states develop investment strategies that will lead to a program of projects that would make progress toward achieving desired performance levels for pavement and bridge condition. A link to SCDOT's Strategic 10-Year Asset Management Plan (STAMP) is below:
https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/STAMP.pdf

The focus of this *System Performance Report* is to highlight South Carolina's reporting and target setting approach, and performance within the current performance period of 2022-2025 for the measures listed below in Figure 1.

Figure 1. FHWA Required Performance Measures

Safety Measures	Bridge/Pavement Measures	System Performance Measures
•Number of Fatalities •Fatality rate (per 100 million VMT) •Number of Serious Injuries •Serious injury rate (per 100 million VMT) •Number of non-motorized fatalities and serious injuries	•% of pavements on the Interstate system in good condition •% of pavements on the Interstate system in poor condition •% of pavements on the non-Interstate NHS in good condition •% of pavements on the non-Interstate NHS in poor condition •NHS bridges in good condition by % of deck area •NHS bridges in poor condition by % of deck area	•% of person miles traveled on the Interstate system that are reliable •% of person miles traveled on the Non-INterstate NHS system that are reliable •Truck travel time reliability index on the INterstate system •Annual hours of peak-hour excessive delay per capital (RFATS) •Percent of non-single occupant vehicle travel (RFATS) •Total emissions reduction (CMAQ projects)

This *System Performance Report* presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets within the current performance period (January 1, 2022 – December 31, 2025) and also inclusive of the historical measures from the previous performance period (January 1, 2018 - December 31, 2021). The specific code locations for these federal rules are available here:

- Bridge and Pavement Performance Measures detailing definitions, methodology, and target setting approach for six bridge and pavement measures (23 CFR 490.300 and 490.400)
- System Performance Measures detailing definitions, methodology, and target setting approach for reliability, freight, congestion, and emission measures (23 CFR 490.500, 490.600, 490.700, 490.800)
- Asset Management Plans detailing the requirements for states to develop and implement risk-based TAMPs for the NHS to improve or preserve asset condition (23 CFR Part 515)
- Statewide and Metropolitan Transportation Planning detailing the process states and MPOs must follow when developing transportation plans and programs, including performance management requirements (23 CFR Part 450)

For each performance period, states establish two-year and four-year targets for PM2 and PM3 measures (while MPOs, if they elect to set their own targets, are required to only establish 4-year targets). PM1 targets are set on an annual basis with coordination from South Carolina Department of Public Safety (SCDPS) and reported in federal Highway Safety Implementation Plan (HSIP) reports. PM1 measures are included in this report for all-inclusiveness.

States are required to regularly monitor performance for each measure and report that information to FHWA biennially through three reports including: Baseline Report, Mid-Performance Report and Full Performance Report. FHWA makes a significant progress determination every two-years for the PM2 and PM3 measures to assess whether a state has achieved or made significant progress towards those targets if the performance is better than baseline or the performance is equal to or better than the target.

SCDOT PERFORMANCE

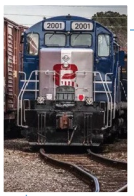
The commitment of SCDOT to the Governor, General Assembly, and citizens of South Carolina is to maintain the State Highway System in the highest state of good repair possible given the funding available. The Agency is responsible for planning, constructing, maintaining and operating the highway system in South Carolina, as well as the development of a statewide intermodal and freight program. To aid in our commitment, SCDOT uses asset and performance management principles that tie defined asset condition outcomes to specific levels of investment. In practical terms, this ensures that our pavement and bridge assets have the longest service life possible for the least practicable cost. This is extremely important in the state of South Carolina, in the most recent publishing of the 2023 Annual Report[1] we have:

- The 4th largest state highway maintained system in the United States
- Over 528 million tons of freight moving across SC annually,
- The 1st fastest growing population in the Nation,
- The deepest harbor (Charleston) on the Southeast coast,
- Over $29 billion generated from tourism, and
- A population of approximately 5.2 million people.

It is obvious that the highway system is vital to the increasing growth of South Carolina's economy. South Carolina's highway system interconnects ports with major cities and commercial hubs while promoting the efficient transfer of both goods and people within and across the state. South Carolina continues to attract new residents, tourists, and businesses. This growth has influenced SCDOT's ability to maintain and operate the transportation network. The agency has adopted transportation asset and performance management as a best management practice and fully embraced the concept for all of its programs. The agency has also aligned its major Multimodal Transportation Plan (MTP) goals in the Momentum 2050 Plan with the seven National Goals discussed in the above section.

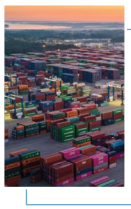
MOMENTUM 2050
Moving South Carolina Forward

Continuing System Recovery



Support Freight Movement

Address Urban & Rural Mobility



Deepend Multimodal Partnerships

Performance measures are indicators of progress toward attaining a goal, objective or target (a desired level of future performance). This *System Performance Report* provides a snapshot of select measures that are used to inform decisions and provide feedback on the performance of SCDOT, our partners and South Carolina's transportation system. The sections that follow, detail performance measures, performance levels, and statewide targets for SCDOT.

[1] https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/2023%20SCDOT%20Annual%20Report%20-%20publishing.pdf

PM1 STATEWIDE SAFETY

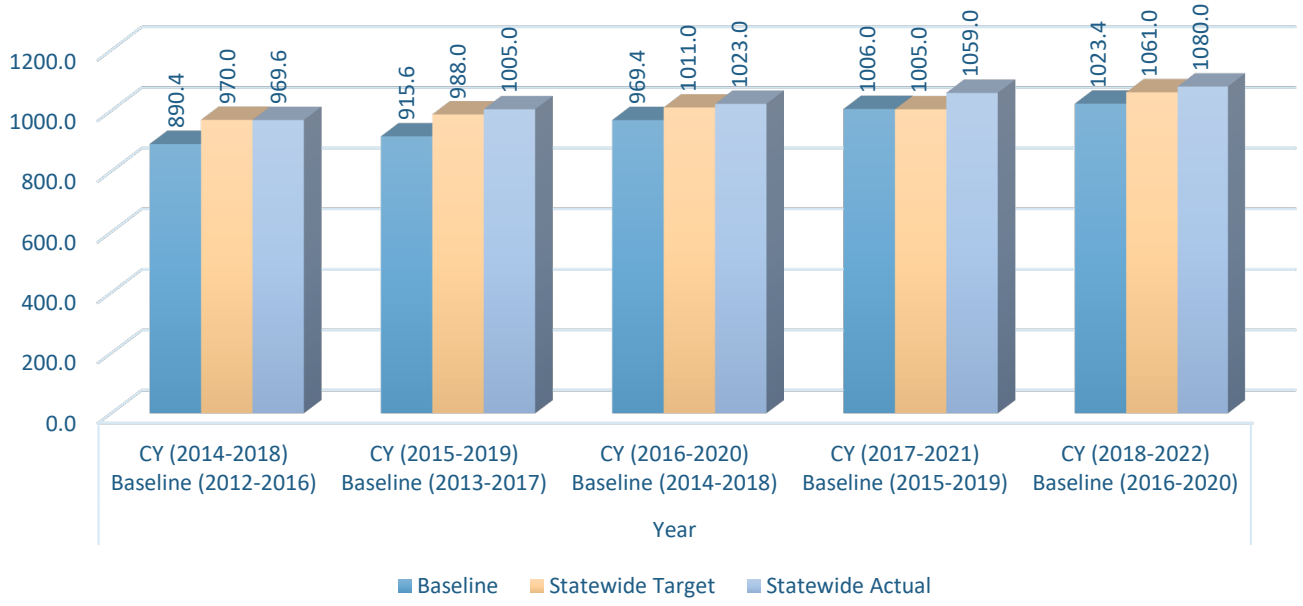
Transportation Safety is among the Department's highest commitments to residents, business and visitors. Safety improvements save lives, enhance quality of life and support the state's economic competitiveness. Safety spans all transportation modes and is effected by many factors such as driver behaviors, infrastructure condition, weather, technology, enforcement and education.

Effective April 14, 2016, FHWA established highway safety performance measures in conjunction with the Highway Safety Improvement Program (HSIP). Safety performance targets were developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state's Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state's Highway Safety Plan (HSP) developed by SCDPS.
The performance measures are:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million vehicle miles traveled
- Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five-year rolling average from Calendar Year (CY) 2018-2022. South Carolina's statewide safety performance targets for this time period are shown in Figure 2 through Figure 6 that follow, including actual performance, baseline and historical look back. The numbers and rates of fatalities and non-motorized fatalities on a 5-year rolling average have continued to climb while numbers and rates of serious injuries have declined. SCDOT's long term vision is zero deaths on South Carolina roadways. To advance this vision, safety is addressed through the Strategic South Carolina Highway Safety Plan (SHSP)[2], South Carolina Department of Public Safety Triennial Highway Safety Plan (HSP)[3], (HSIP)[4] and the SCDOT Pedestrian and Bicycle Safety Action Plan (PBSAP)[5].

Figure 2. Number of Statewide Fatalities



[2] https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf
[3] https://www.nhtsa.gov/sites/nhtsa.gov/files/2024-01/SC_FY24-26_HSP-tag.pdf
[4] https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-04/HSIP%28South%20Carolina%29%202023%20Report.pdf
[5] https://www.scdot.org/content/dam/scdot-legacy/projects/pdf/SC%20Pedestrian%20and%20Bicycle%20Safety%20Action%20Plan.pdf

Figure 3. Rate of Fatalities Statewide (per 100 million VMT)

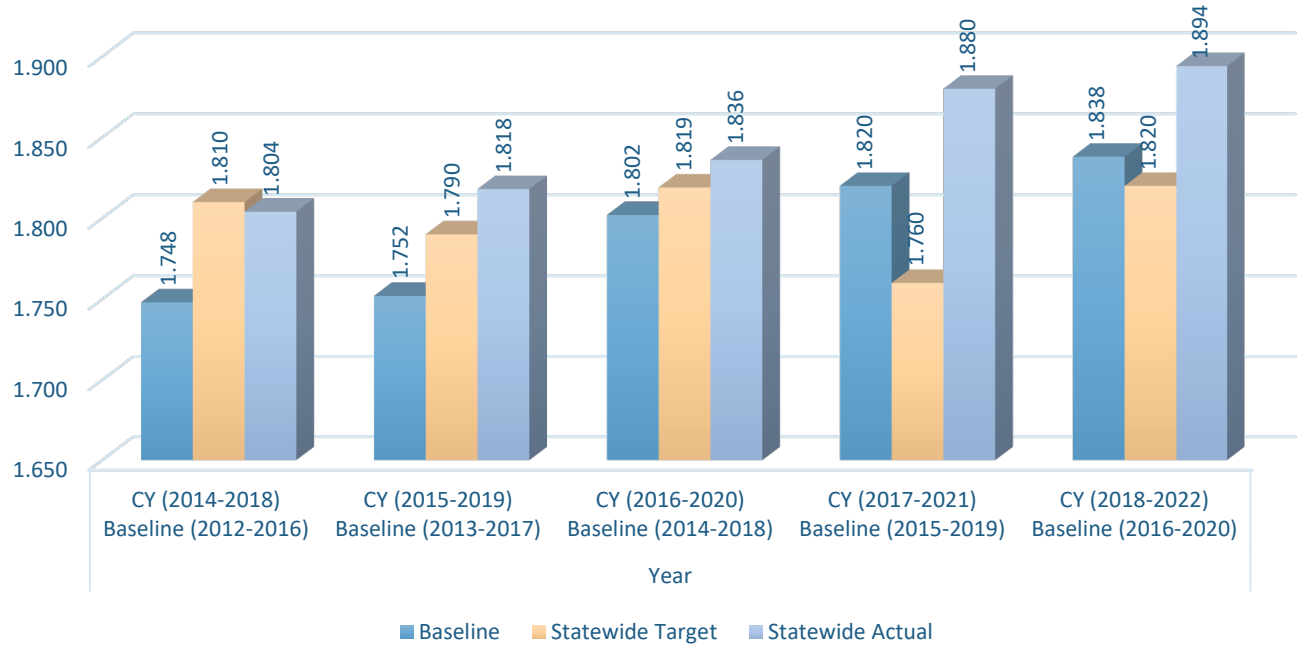


Figure 4. Number of Serious Injuries Statewide

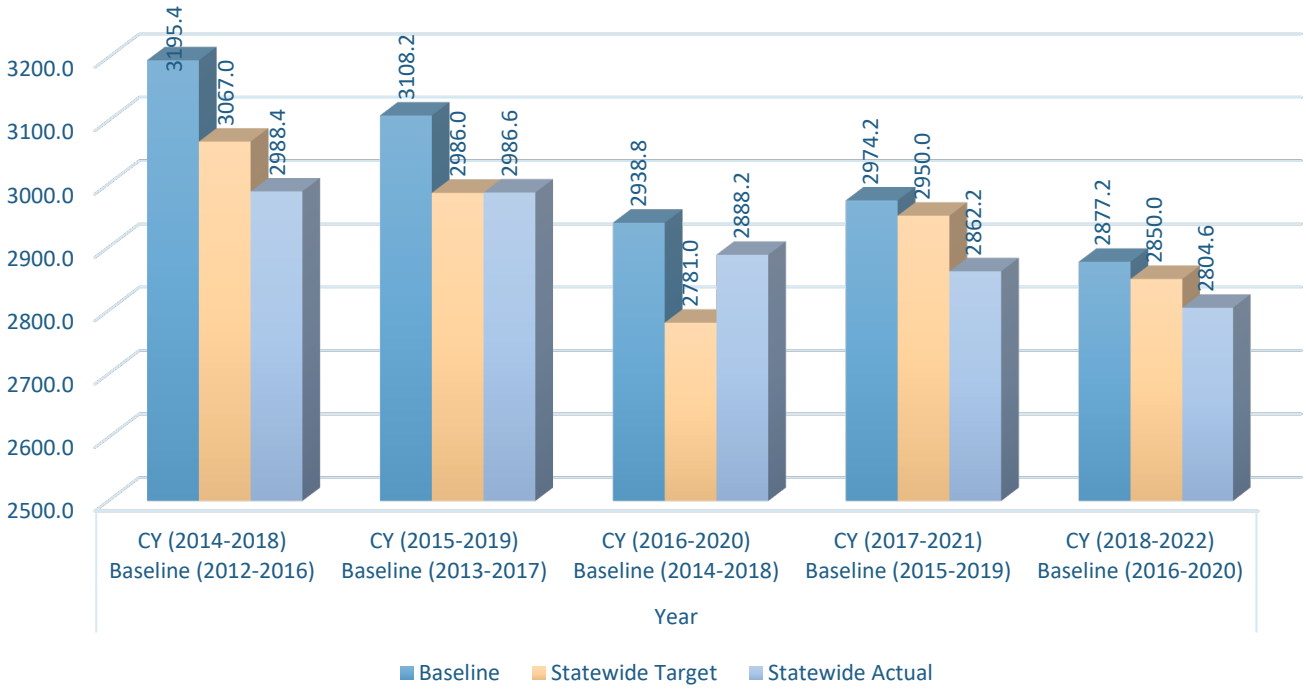


Figure 5. Rate of Serious Injuries Statewide (per 100 million VMT)

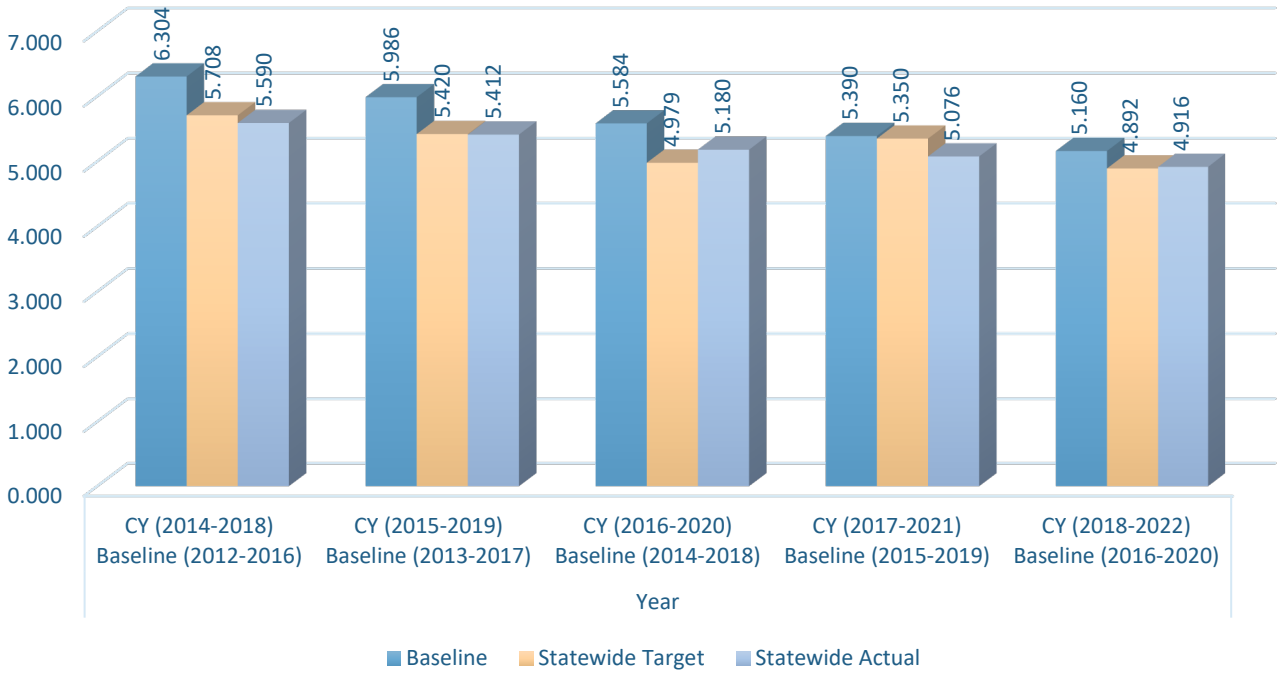
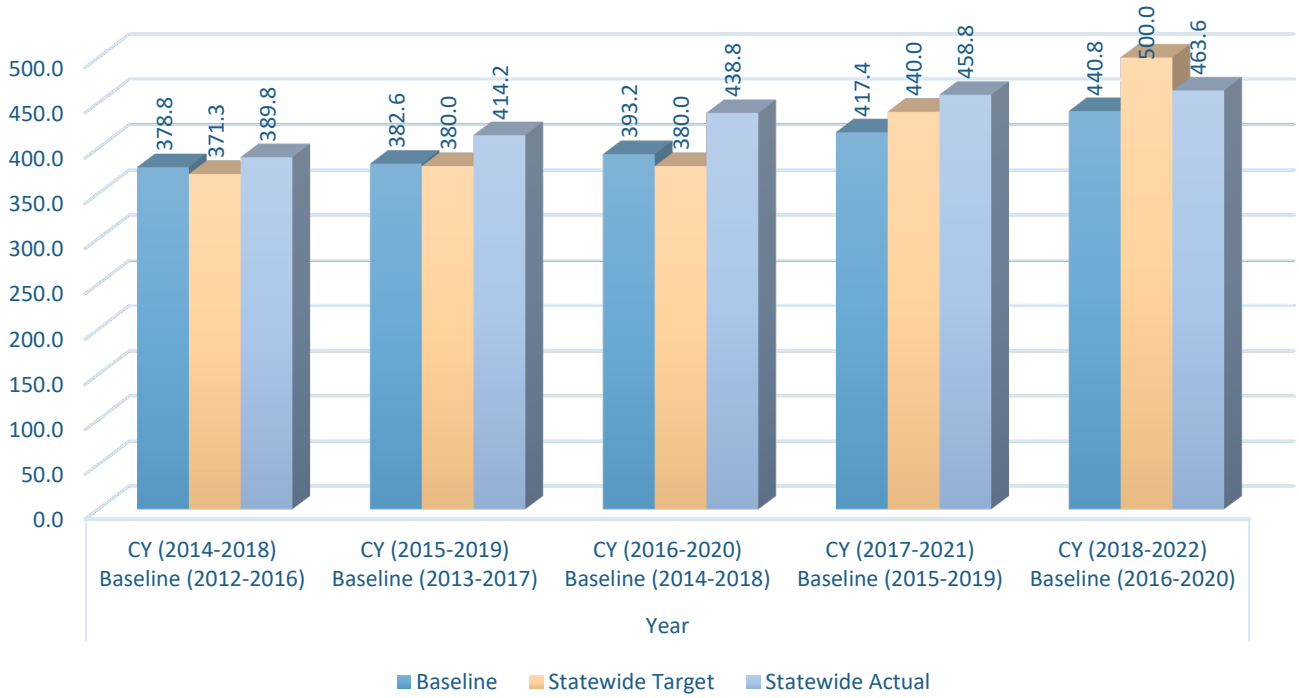
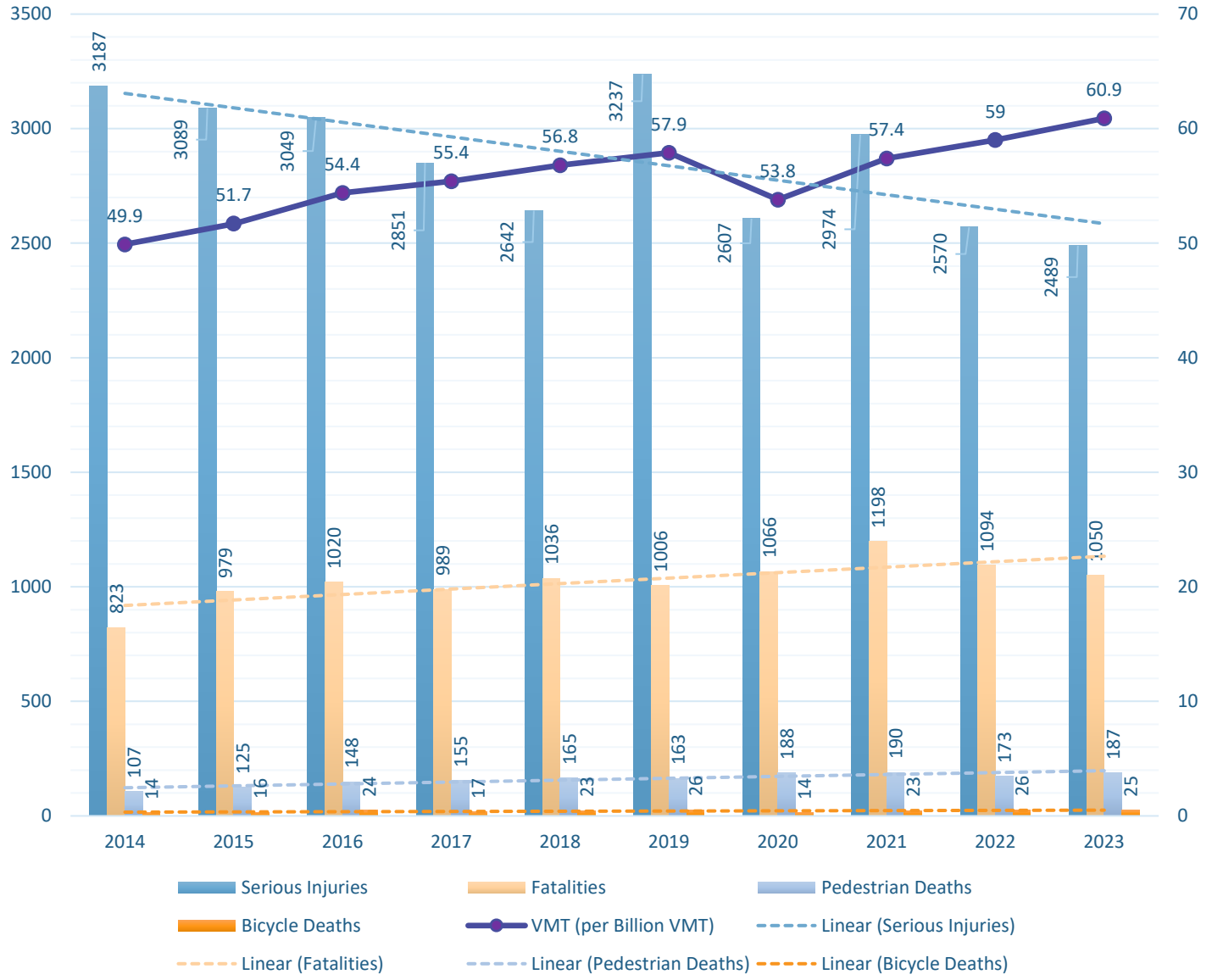


Figure 6. Number of Non-Motorized Fatalities and Serious Injuries Statewide



The total number of serious injuries, fatalities, pedestrian and bicycle deaths by calendar year are shown in Figure 7. Fatalities have increased over time until 2021 and have since been declining. Serious Injuries have generally decreased over time while bicycle and pedestrian deaths continue a trend of increase. A relationship is seen between increasing VMT and the general increasing trend of fatalities Despite safer highway design, safer motor vehicles, increased safety belt usage, public education, enforcement and improved emergency response and treatments, there is still more work to do.

Figure 7. Calendar Year Trends from 2014-2023 Statewide



MPO and COG SAFETY

It is essential that federal, state, regional and local safety partners and other stakeholders work together to improve safety. SCDOT collaborates with the local MPO and COG partners to reduce fatalities and serious injuries by targeting projects and resources to areas with a data driven approach to tackle areas with the greatest potential for improvement. Figures 8 through 11 show the baseline (2019-2023) data for combined fatal and serious injuries by share for each MPO and COG area and the Fatality and Serious Injury rates (per 100 million VMT) for each region. See Appendix A for data tables.

Figure 8. MPO Share of Fatal and Serious Injuries (2019-2023)

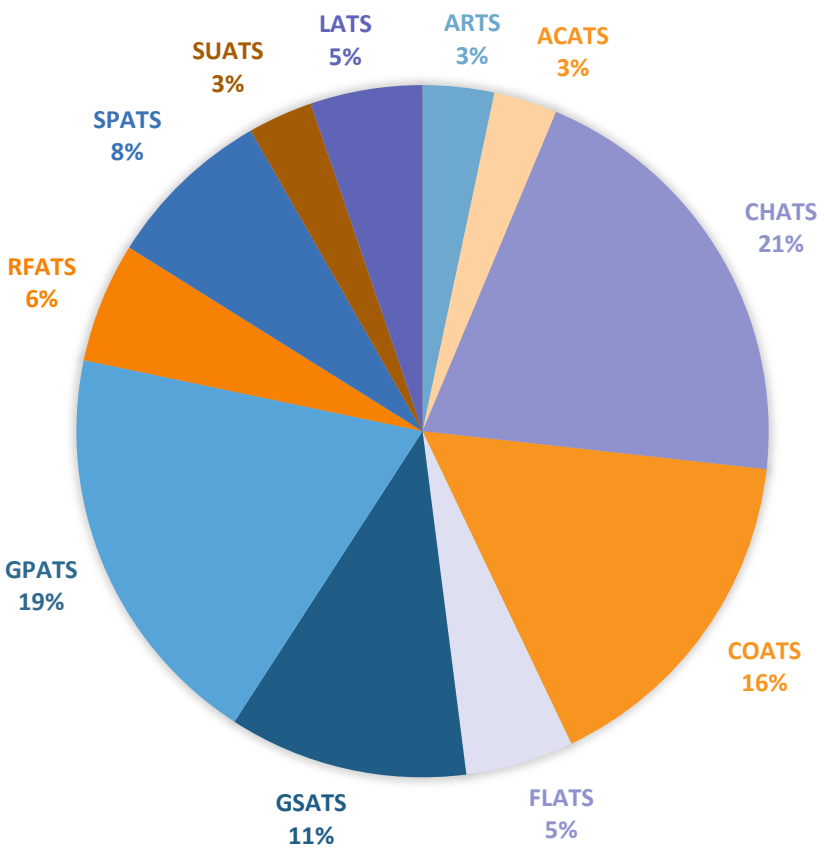


Figure 9. MPO Fatality and Serious Injury Rates (2019-2023)

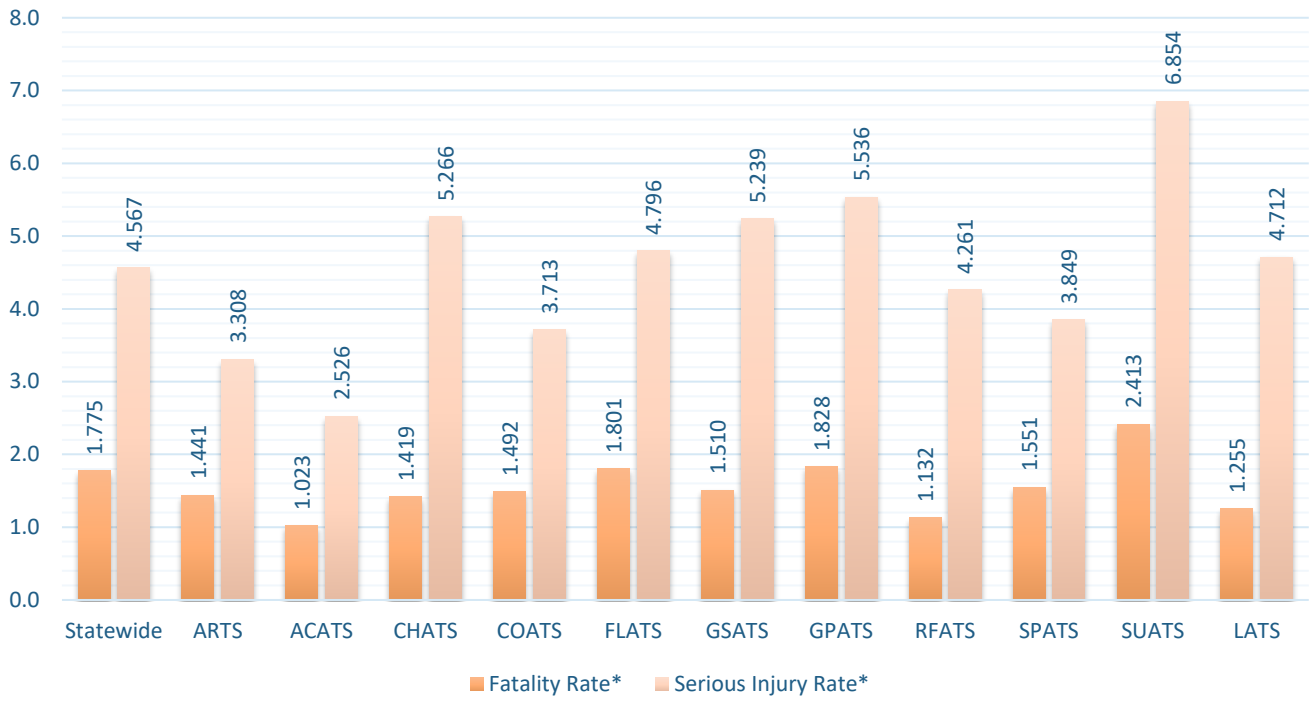


Figure 10. COG Share of Fatal and Serious Injuries (2019-2023)

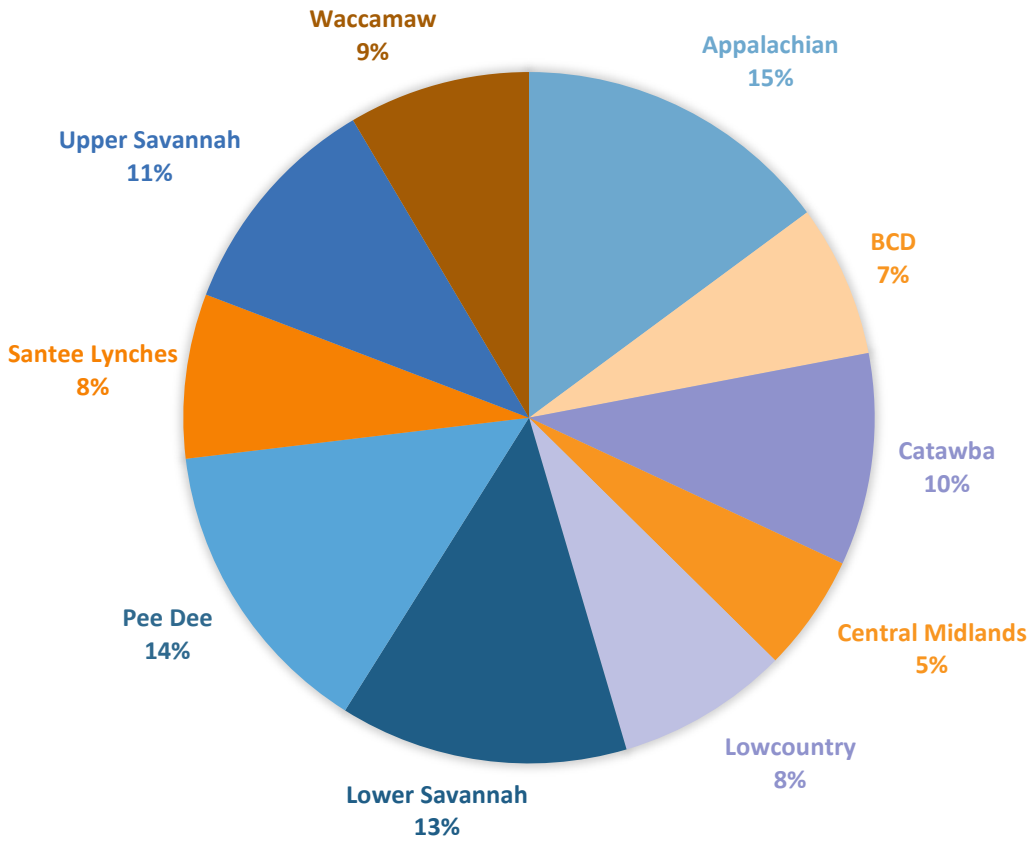
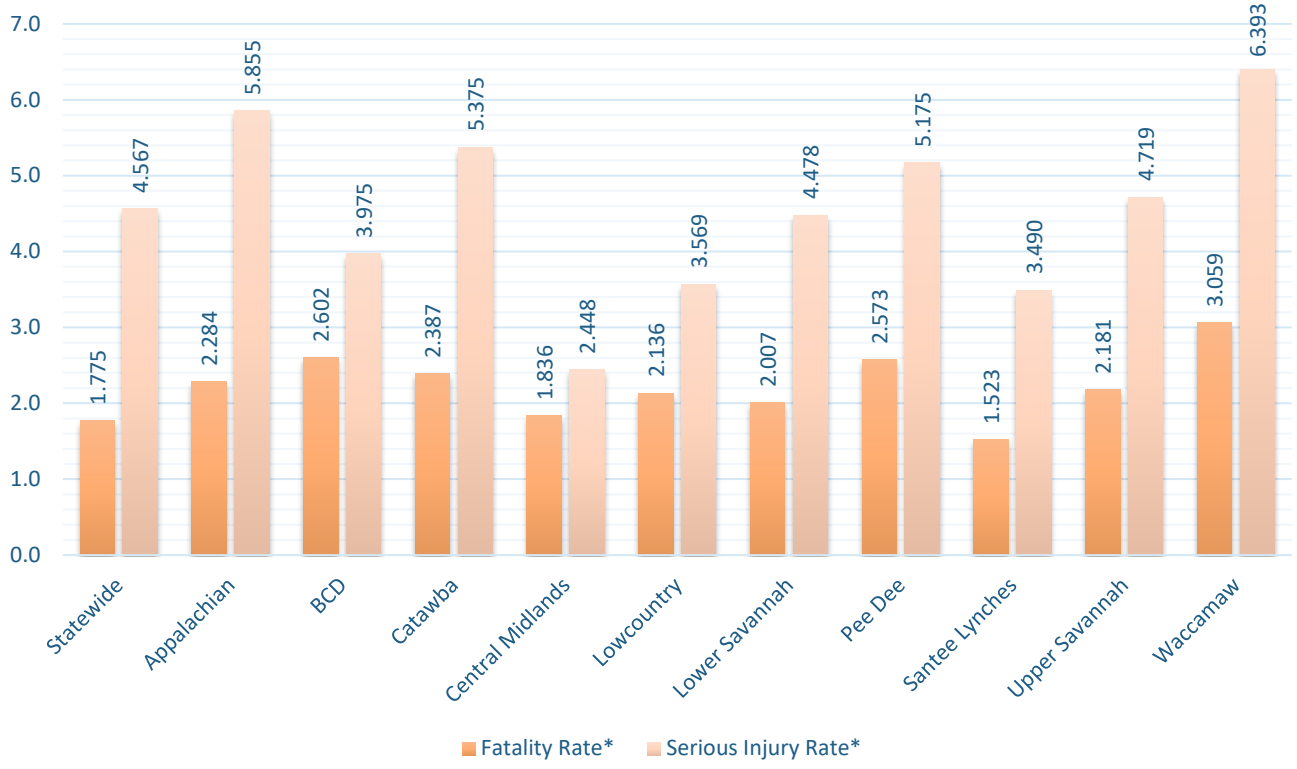


Figure 11. COG Fatality and Serious Injury Rates (2019-2023)



PM2 STATEWIDE PAVEMENT CONDITION

SCDOT has made measureable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOTs internal and external efforts towards achievable results. The Ten-Year Plan is addressing infrastructure needs across the state, which was initiated in 2017. The largest single area of this investment is for paving. At the update of the 2023 Annual Report over 7,300 miles of paving had advanced to construction. The major road networks or primary routes have improved their measure of good and poor pavements since implementation of the plan.

The two-year and four-year performance targets (Figures 13-16), for both interstates and non-interstate NHS pavements were determined based on current performance, historic performance data and predicted trends. Since the establishment of MAP-21, state DOT's are required to report the performance measures in the Federal Pavement Metric. This metric is calculated to determine if the section is good, fair or poor with respect to: Pavement Roughness, Rutting, Present Serviceability Rating, Faulting and Cracking (concrete pavements only). The thresholds for good, fair and poor condition are established by federal regulation. Conditions are assessed for 0.1 mile long pavement sections using the criteria. An individual section is rated as being in overall good condition when all metrics are good. An individual section is rated as being in poor overall condition when two or more metrics are poor. Any other combination would fall into the fair category. Lane miles are tabulated for all sections to determine the overall percentage of good, fair and poor for each pavement system. When pavement is in good condition, it means no major investment is needed. Pavement in fair condition suggests only minor investment is needed, and pavement in poor condition suggest major reconstruction is needed. A minimum threshold in MAP-21 established the percentage of lane-miles of Interstate System in poor condition shall not exceed 5% (23 CFR 490.315). All pavement metrics were met with exception of the 2-year actual condition of 70.7% for Interstate pavements in good condition, coming in below the target of 77%. A combination of factors including distress data, project cost inflation used to forecast future work, and material shortages, particularly cement used to fully reconstruct roads effected the actual condition performance. The overall trend from 63.2% in 2019 to 70.7% for year 2023 for pavements on the Interstate in good condition has seen significant progress since implementation of the STAMP/10-Year Plan

The National Highway System (NHS) in South Carolina includes only 13,260 lane miles, approximately 15% of the total SCDOT roadway inventory lane miles of about 90,682

Figure 12. South Carolina Roadway Network Inventory

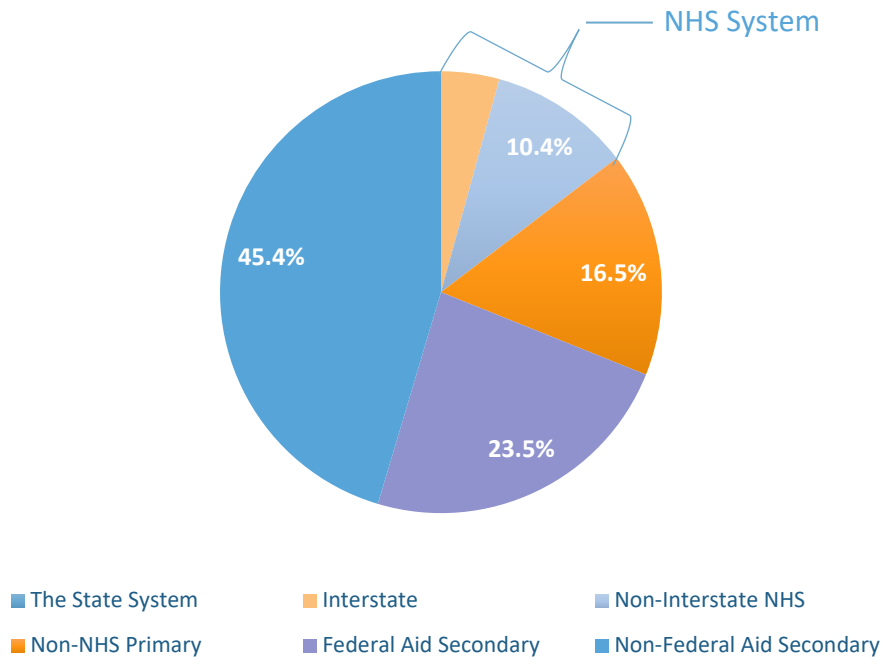


Figure 13. Interstate Pavements in Good Condition (Federal Metric)

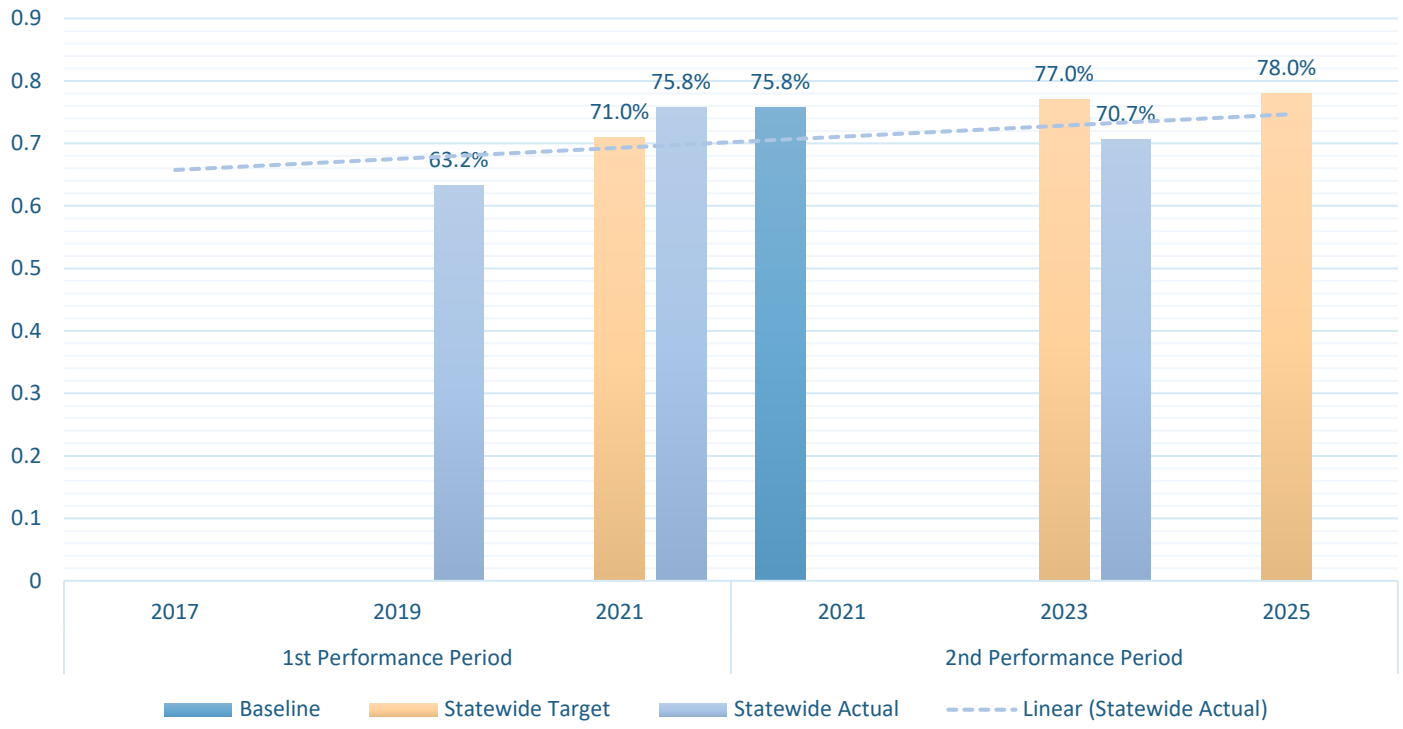


Figure 14. Interstate Pavements in Poor Condition (Federal Metric)

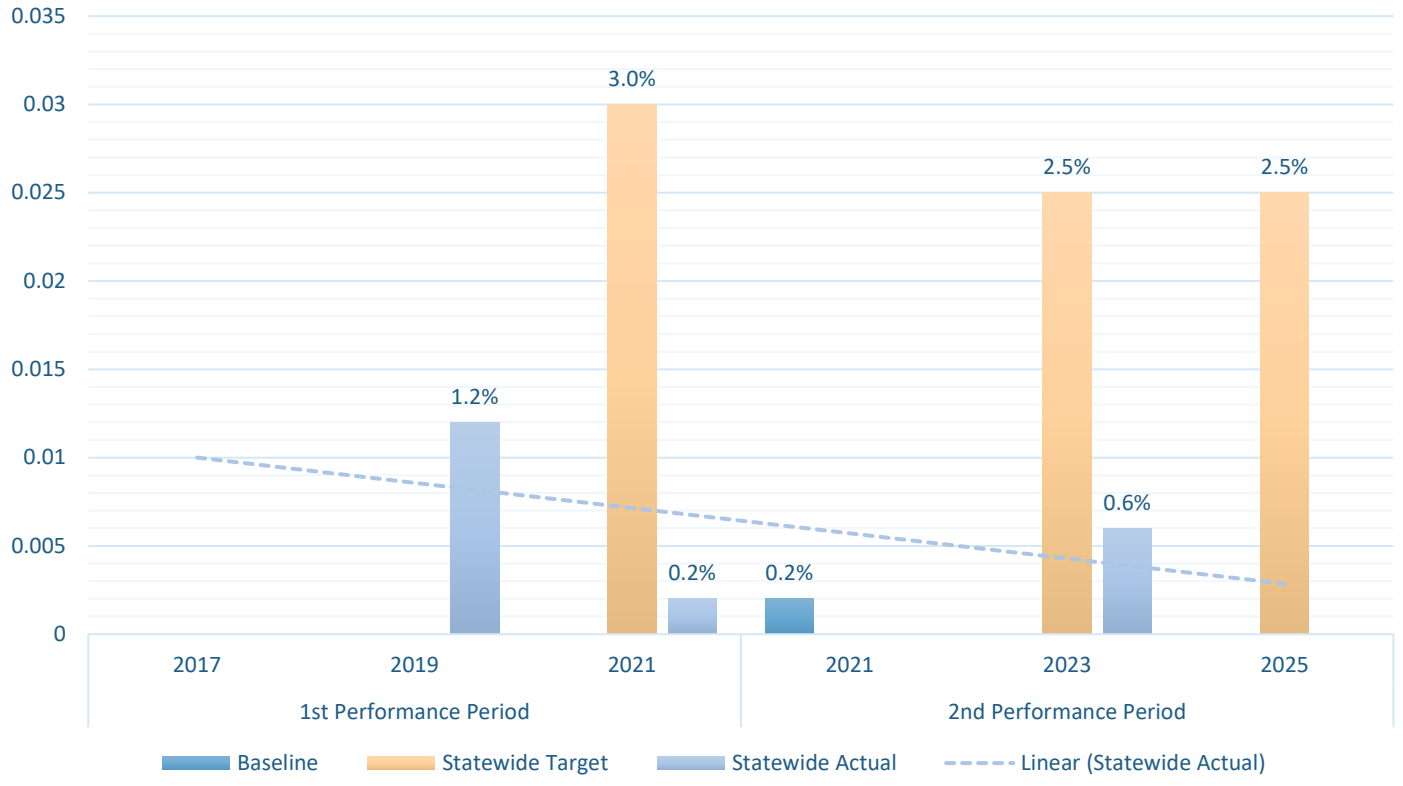


Figure 15. Non-Interstate NHS Pavements in Good Condition (Federal Metric)

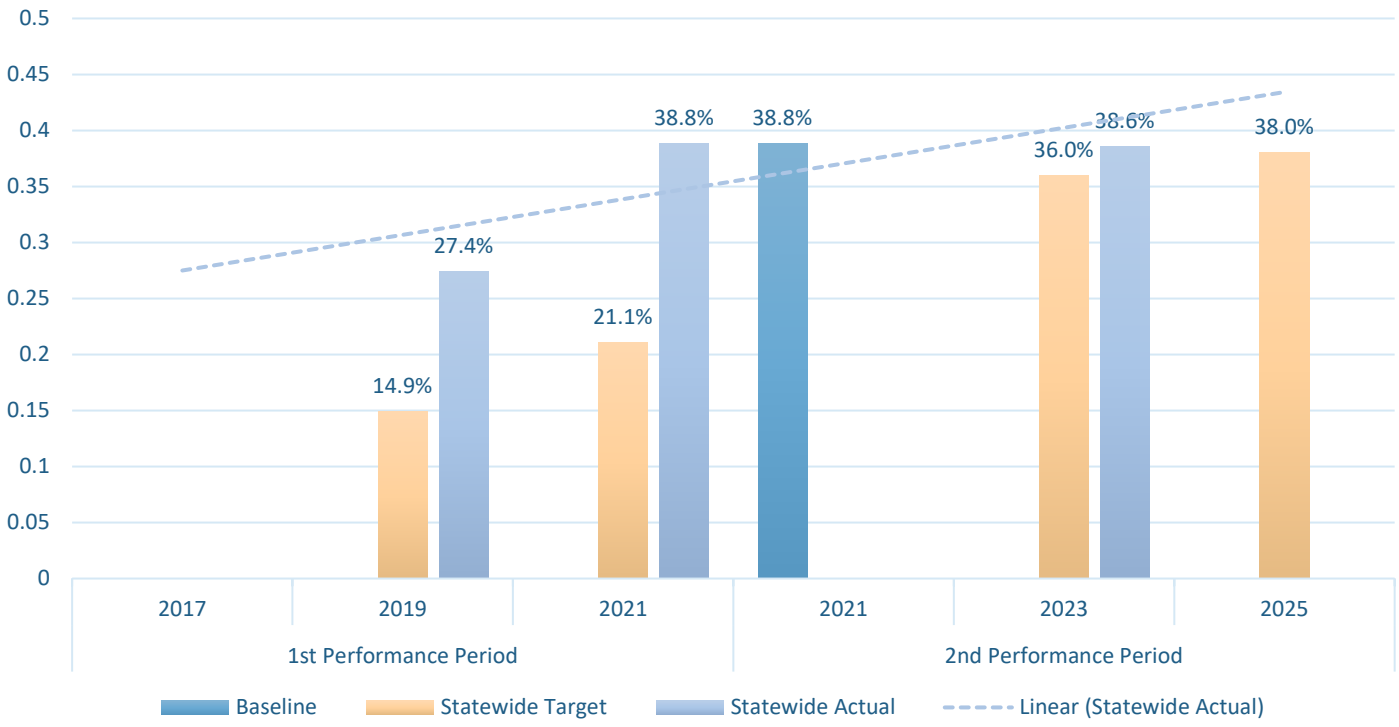
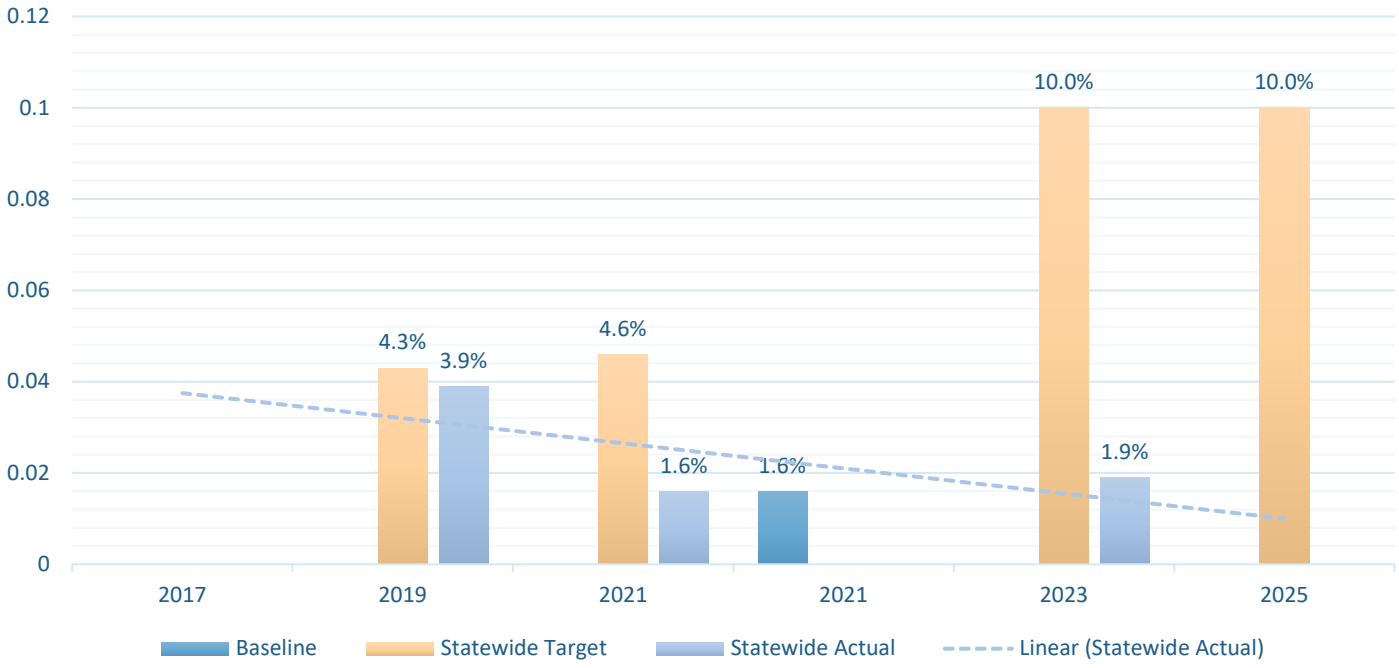


Figure 16. Non-Interstate NHS Pavements in Poor Condition (Federal Metric)



MPO and COG PAVEMENT CONDITION

MPO and COG regional pavement conditions on the Interstate and Non-Interstate NHS are shown in Figure 19-22 and 25-28. In the following figures the pavement conditions are shown in the metric of Pavement Quality Index (PQI) instead of the Federal Metric required for Transportation Performance Management (TPM) reporting. PQI is used to evaluate the pavement surface characteristics and was developed for South Carolina to reflect the types of pavement deterioration typically found within the State. The PQI metric is the preferred performance metric for reporting throughout the agency and for project selection criteria. Data sourced for these charts was aggregated from the SCDOT Performance Viewer, finalized PQI year-end 2023 data, see Appendix A for tables. Figures 17, 18, 23 and 24 show centerline mile inventory by region (note that SUATS, GSATS, and Wacamaw COG have no Interstate miles).

Figure 17. MPO Interstate Centerline Miles and Percentage

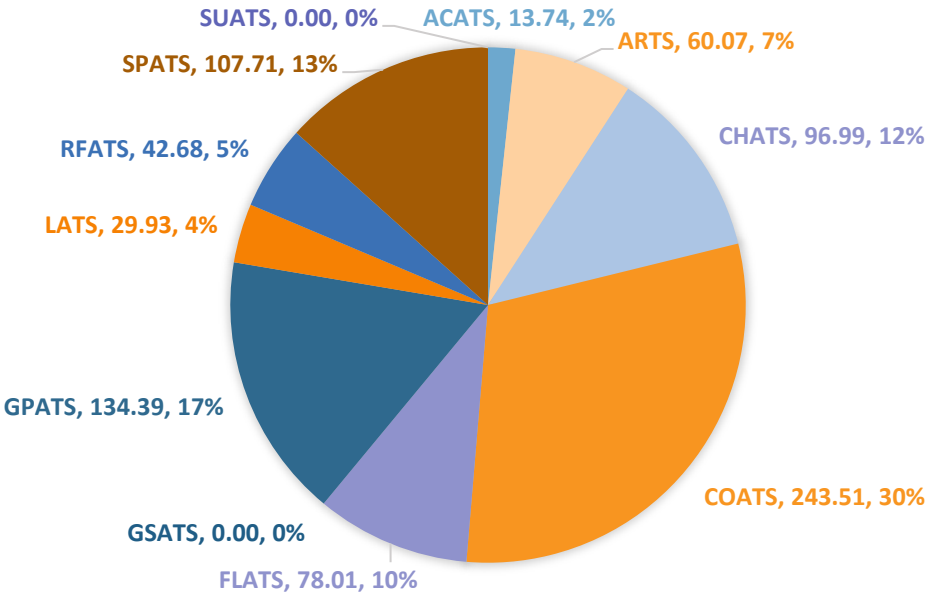


Figure 18. MPO Non-Interstate NHS Centerline Miles and Percentage

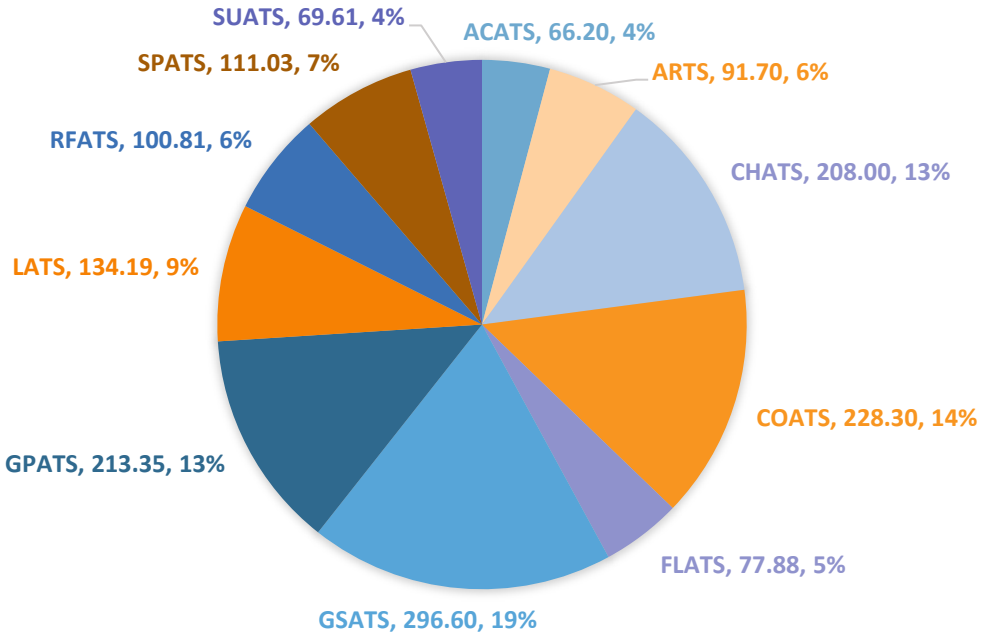


Figure 19. MPO Interstate Pavements in Good Condition (PQI)

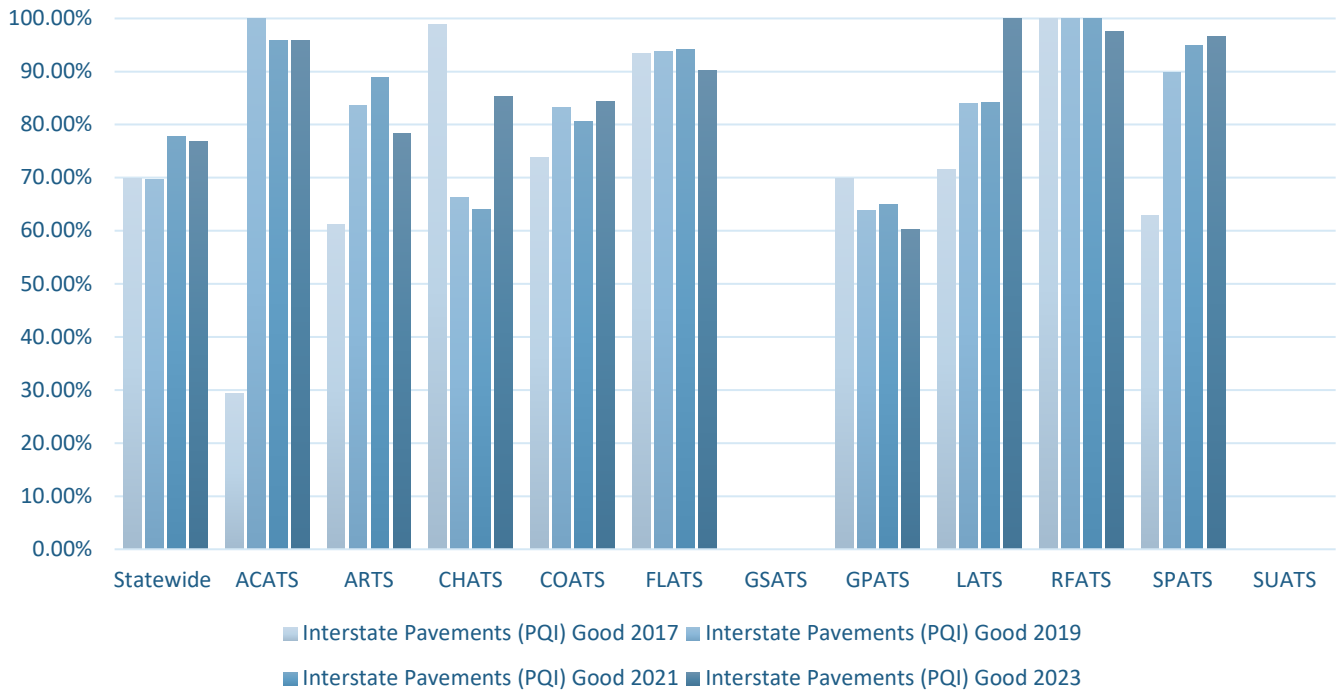


Figure 20. MPO Interstate Pavements in Poor Condition (PQI)

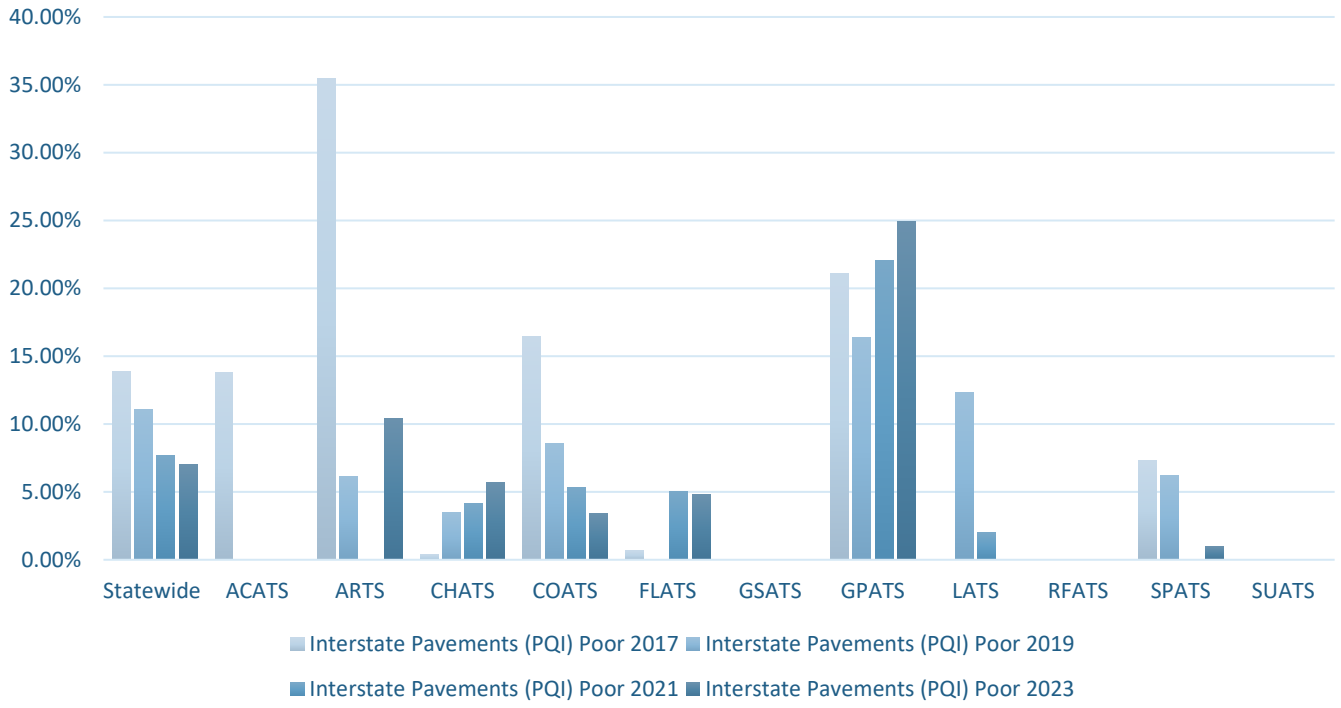


Figure 21. MPO Non-Interstate NHS Pavements in Good Condition (PQI)

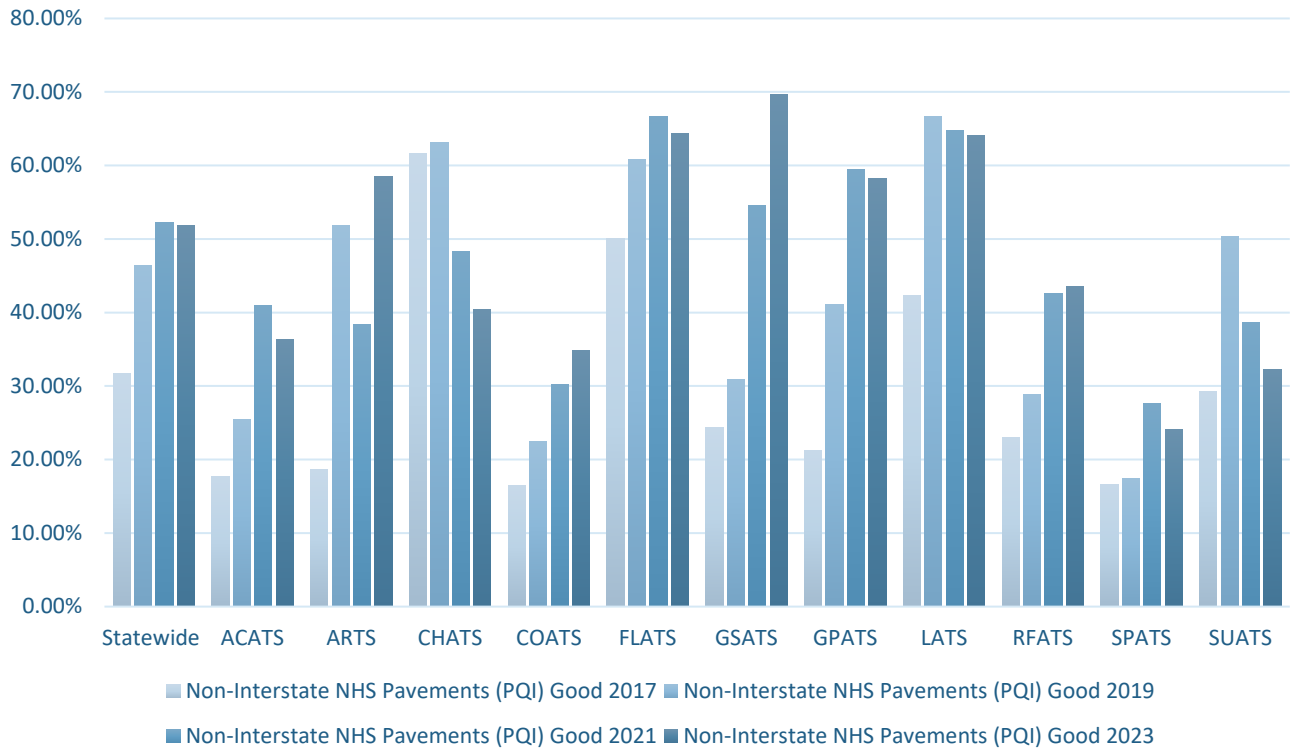


Figure 22. MPO Non-Interstate NHS Pavements in Poor Condition (PQI)

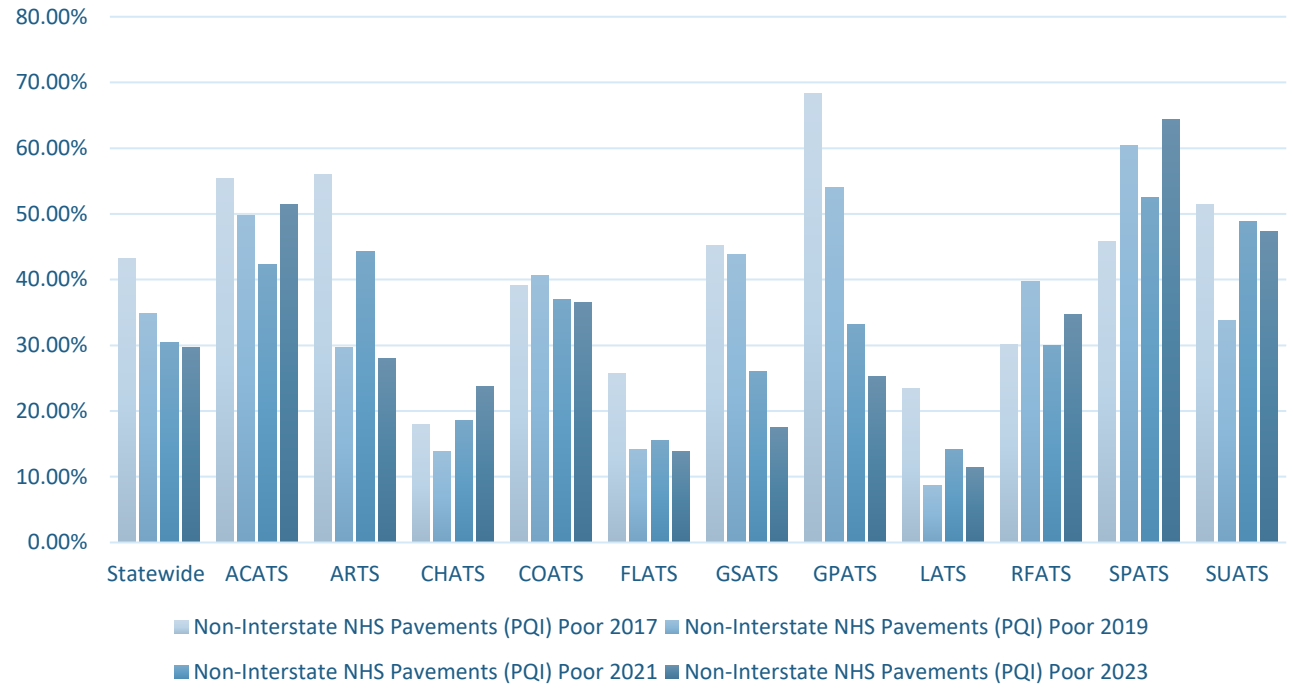


Figure 23. COG Interstate Centerline Miles and Percentage

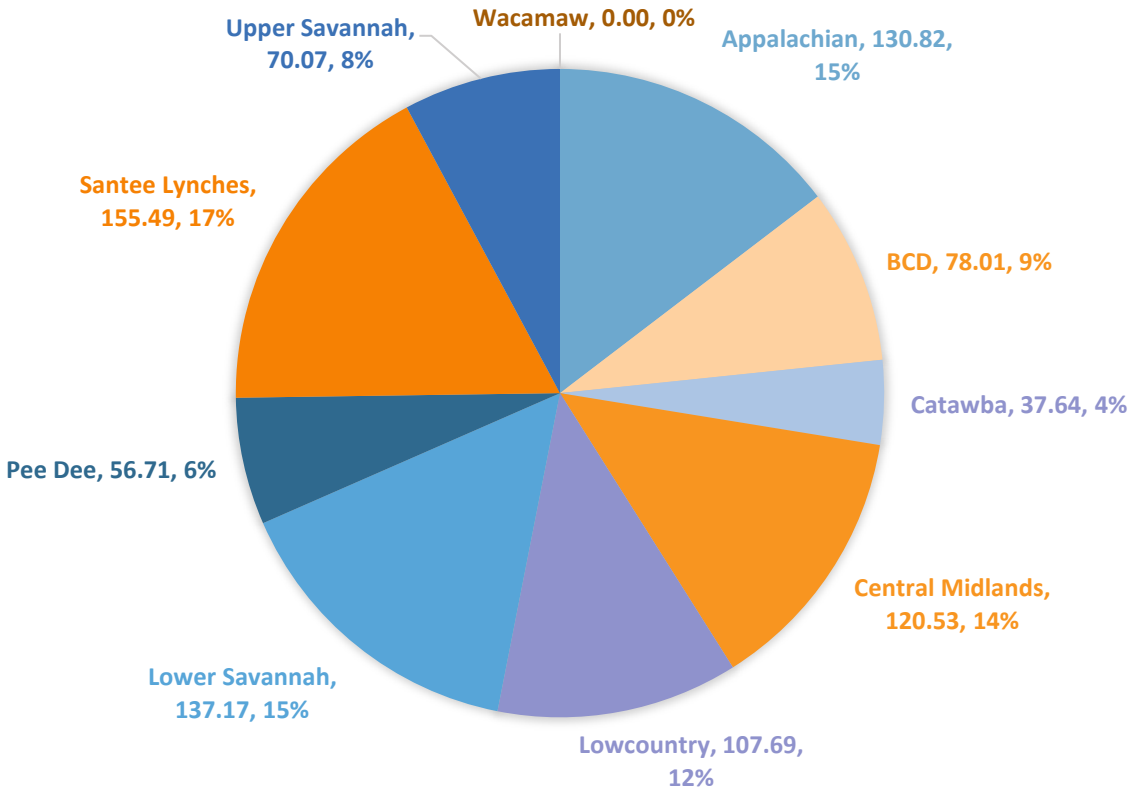


Figure 24. COG Non-Interstate NHS Centerline Miles and Percentage

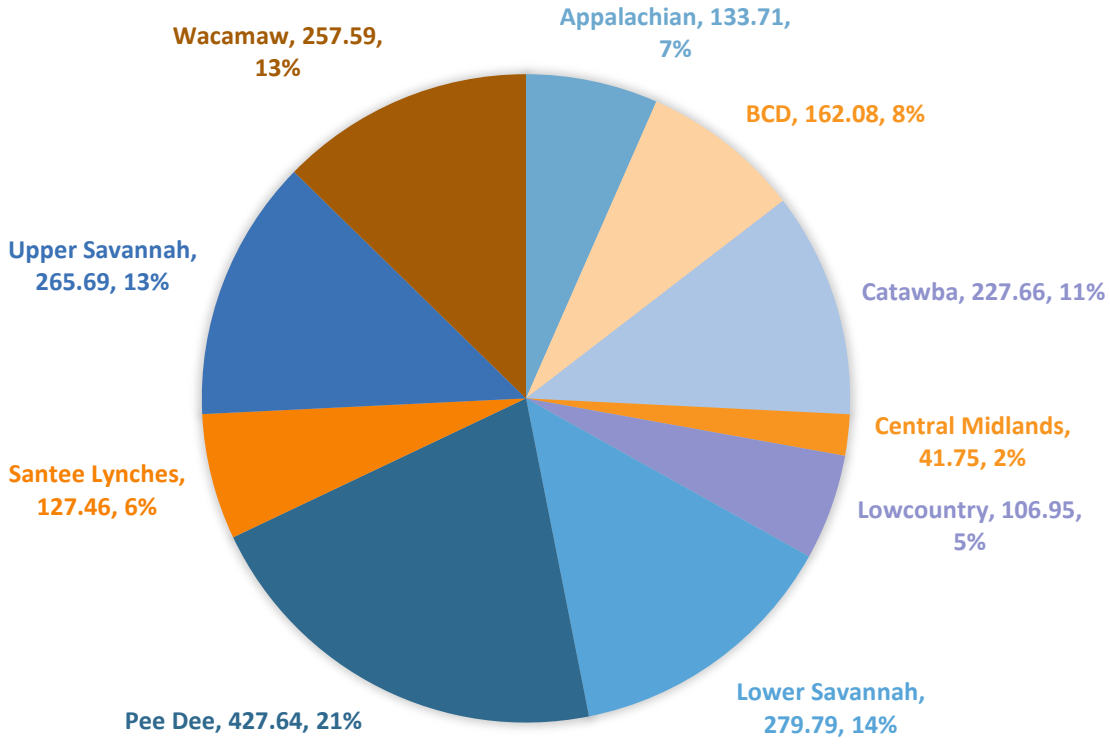


Figure 25. COG Interstate Pavements in Good Condition (PQI)

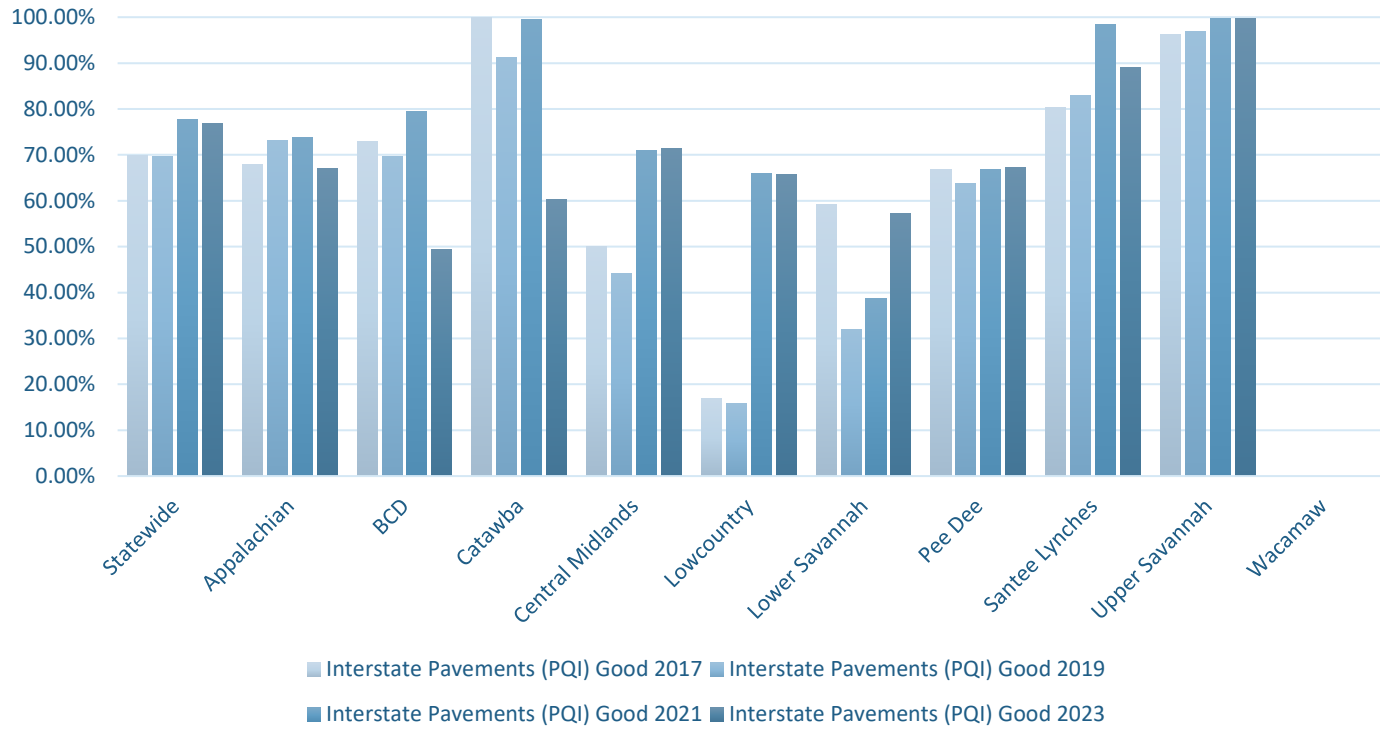


Figure 26. COG Interstate Pavements in Poor Condition (PQI)

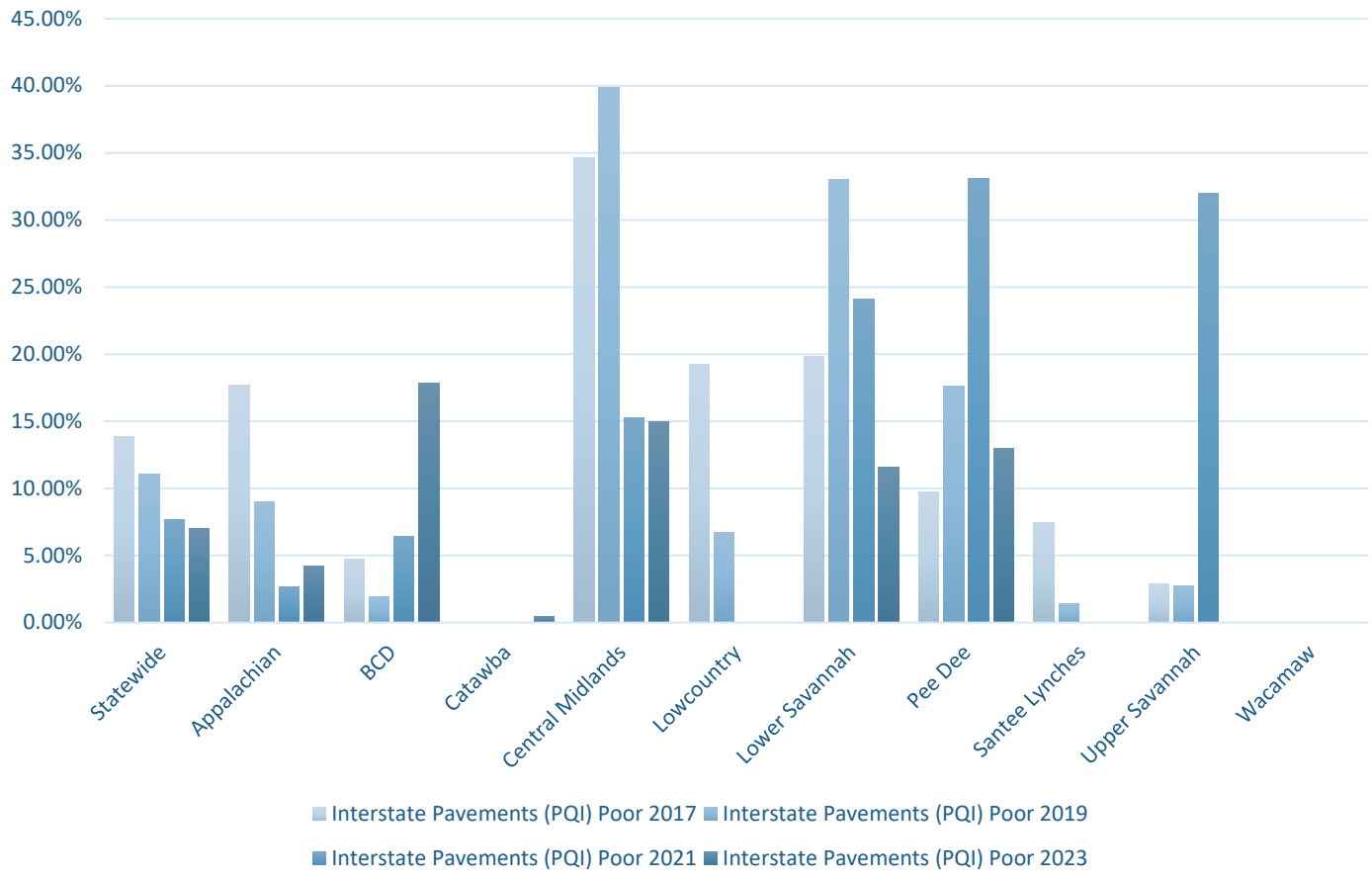


Figure 27. COG Non-Interstate NHS Pavements in Good Condition (PQI)

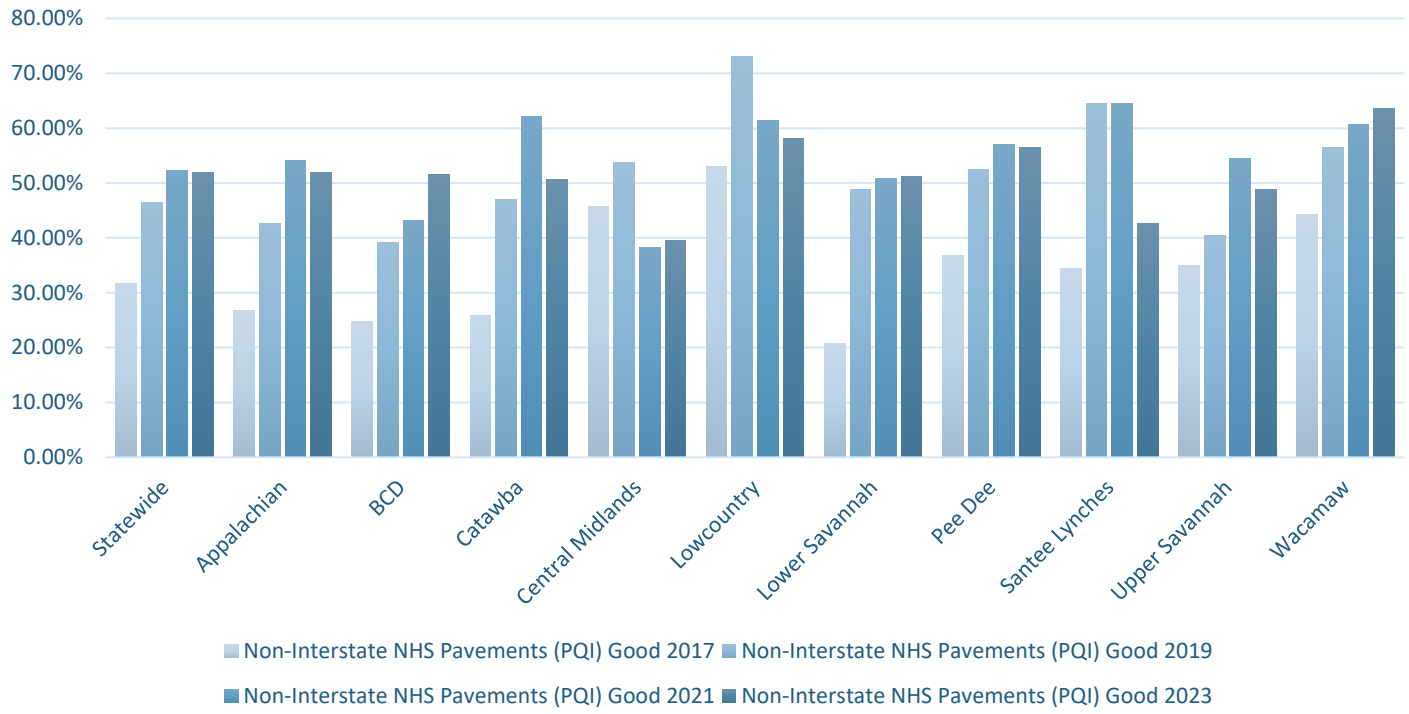
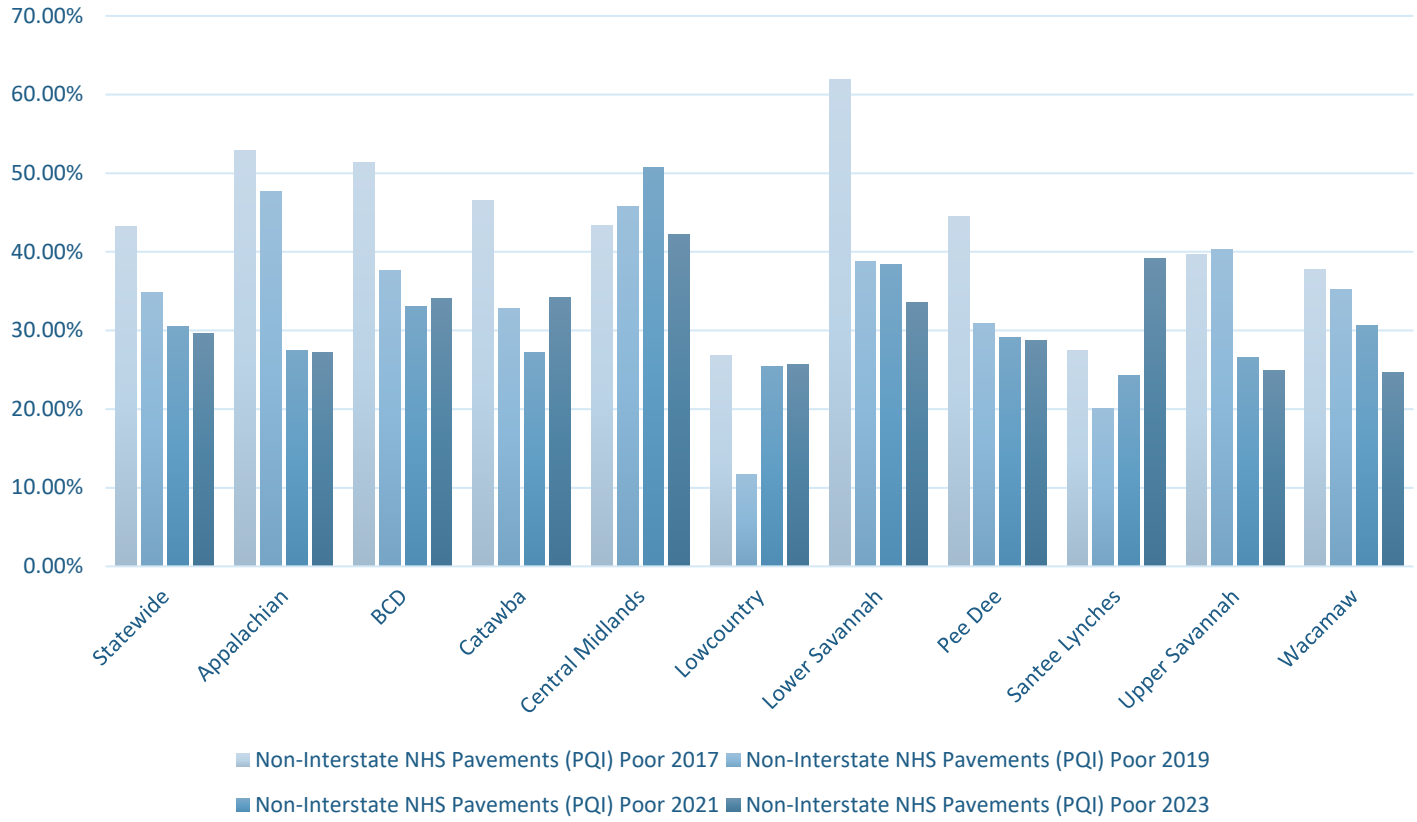


Figure 28. COG Non-Interstate NHS Pavements in Poor Condition (PQI)



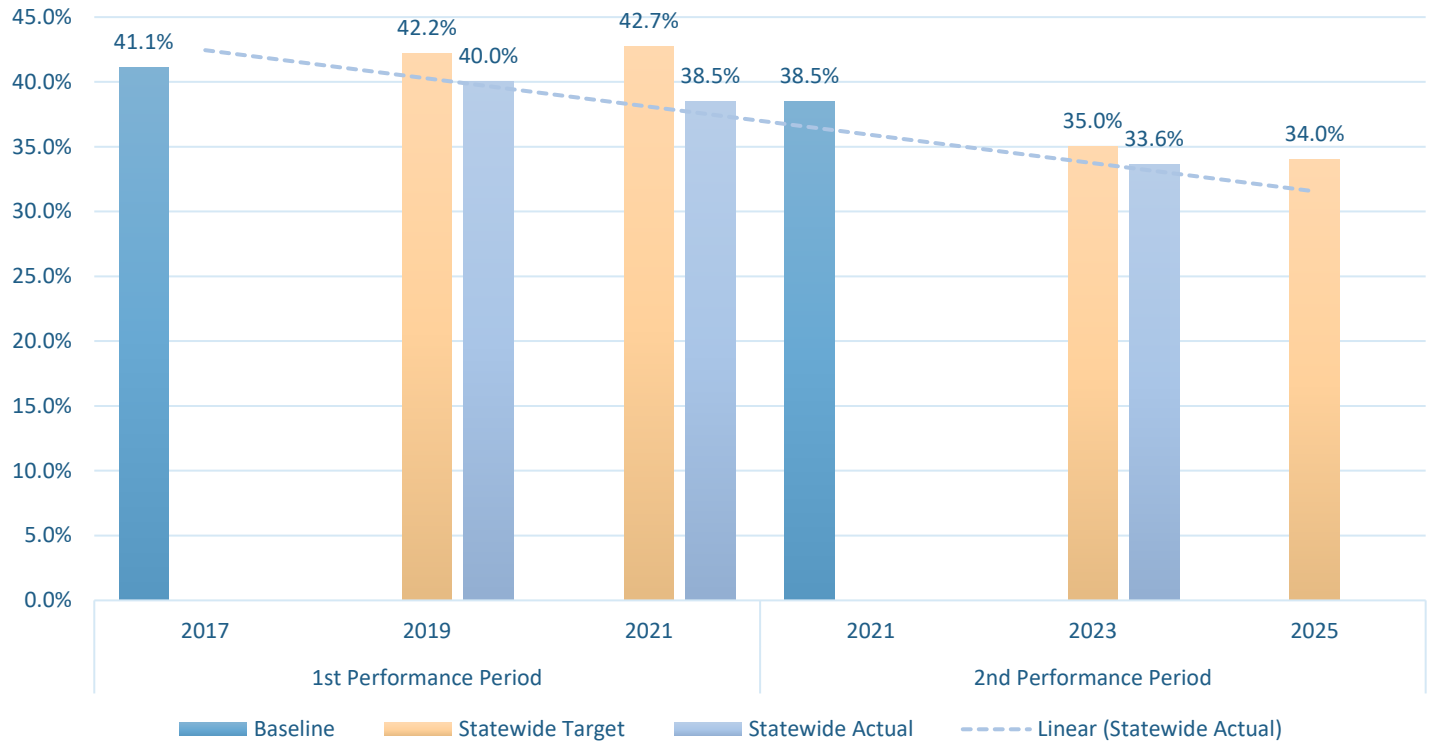
PM-2 STATEWIDE BRIDGE CONDITION

SCDOT's Bridge Program was completely restructured in the middle of SFY 2022, changes to the program are detailed in the 2022 STAMP[6] update. The agency has targeted load-restricted bridges in poor condition on the network that create inefficiencies and unnecessary delays. Additionally, new sub-category programs in the were created to set aside specific funds for Bridge Rehabilitation, Bridge Reactionary Maintenance, Bridge Maintenance and Bridge Inspection to create a more balanced approach to bridge management.

Bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair or poor condition. If the lowest of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. The minimum percent poor condition level on NHS bridges shall not exceed 10% for 3 consecutive years (23 CFR 490.411). SCDOT expects the percentage of good deck area on the NHS to decrease during the performance period. At the mid-point of the current performance period (end of 2023), the actual 2-year target of 33.6% was slightly lower than the expected 35.0% of deck are of bridges on the NHS classified as in good condition. A declining target is appropriate given available funding, age and condition of the inventory, and the need to minimize life cycle costs. Significant progress was made on meeting the statewide percentage of bridges on the NHS classified in poor condition and remains well below the threshold of 10%. See Figures 29 and 30.

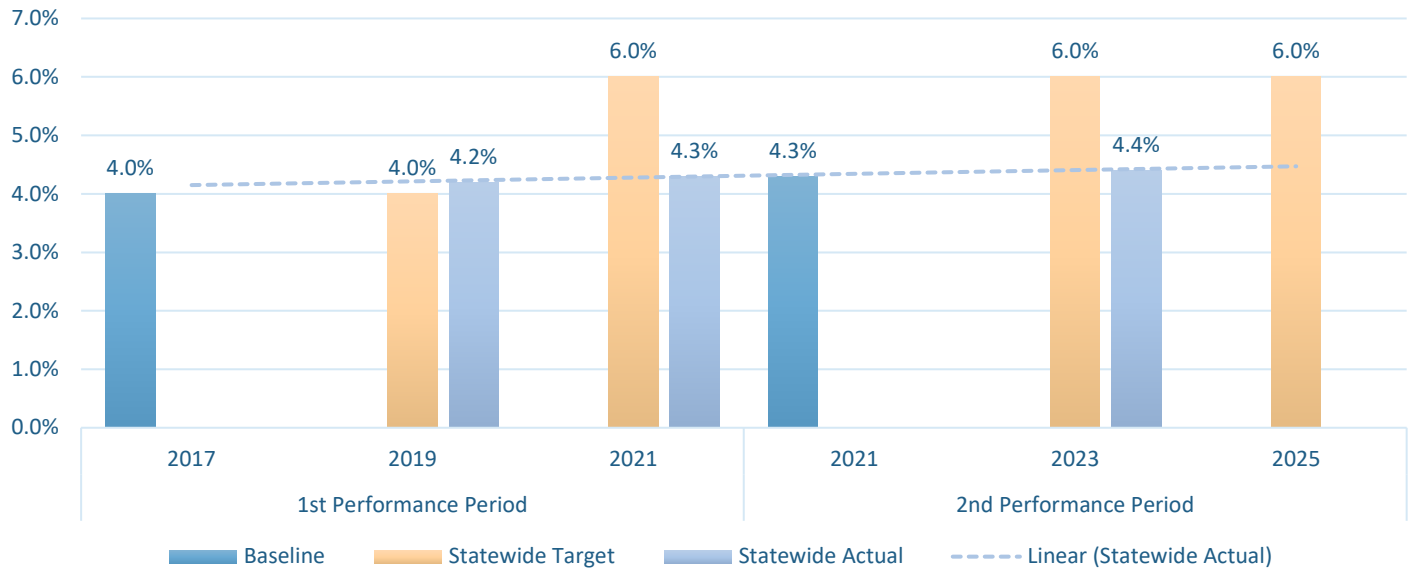
The National Highway System (NHS) in South Carolina includes 1,780 bridges, approximately 22% of the total SCDOT inventory of about 8,445 bridges

Figure 29. NHS Bridges in Good Condition (% Overall Deck Area)



[6] https://www.scdot.org/content/dam/scdot-legacy/performance/pdf/reports/STAMP.pdf

Figure 30. NHS Bridges in Poor Condition (% Overall Deck Area)



MPO AND COG BRIDGE CONDITION

MPO and COG regional bridge conditions are shown in Figure 32, 33, 35 and 36 with statewide actuals conditions and targets compared over time. For data used to create these figures see Appendix A.

Figure 31. MPO NHS Bridge Inventory by Square Footage of Deck Area

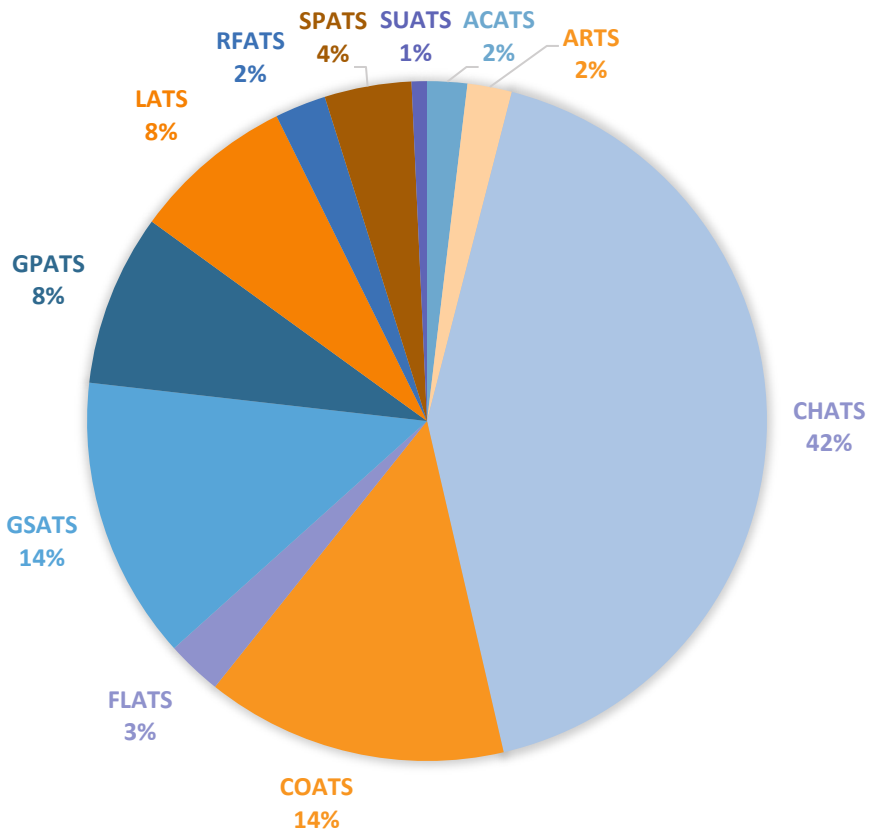


Figure 32. MPO NHS Bridges in Good Condition (SF Deck Area)

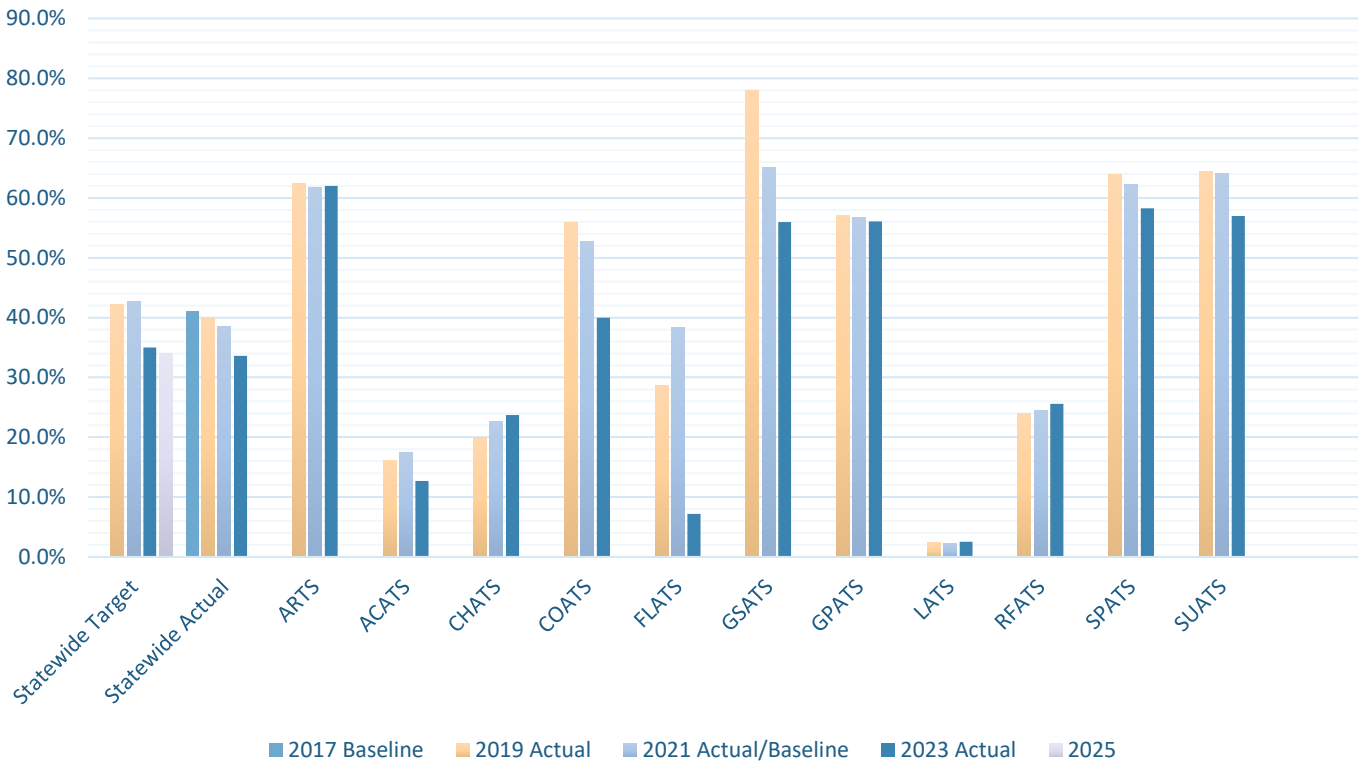


Figure 33. MPO NHS Bridges in Poor Condition (SF Deck Area)

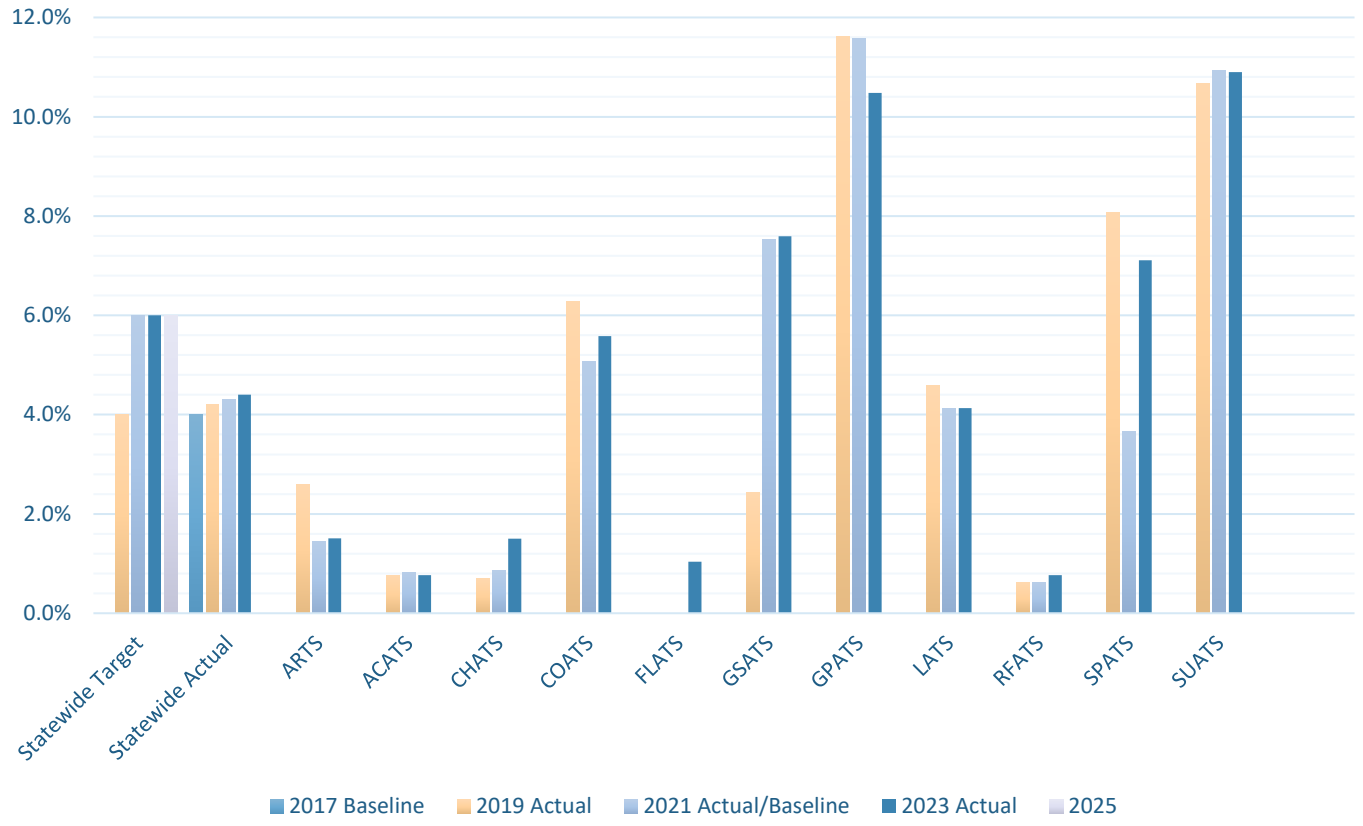


Figure 34. COG NHS Bridge Inventory by Square Footage of Deck Area

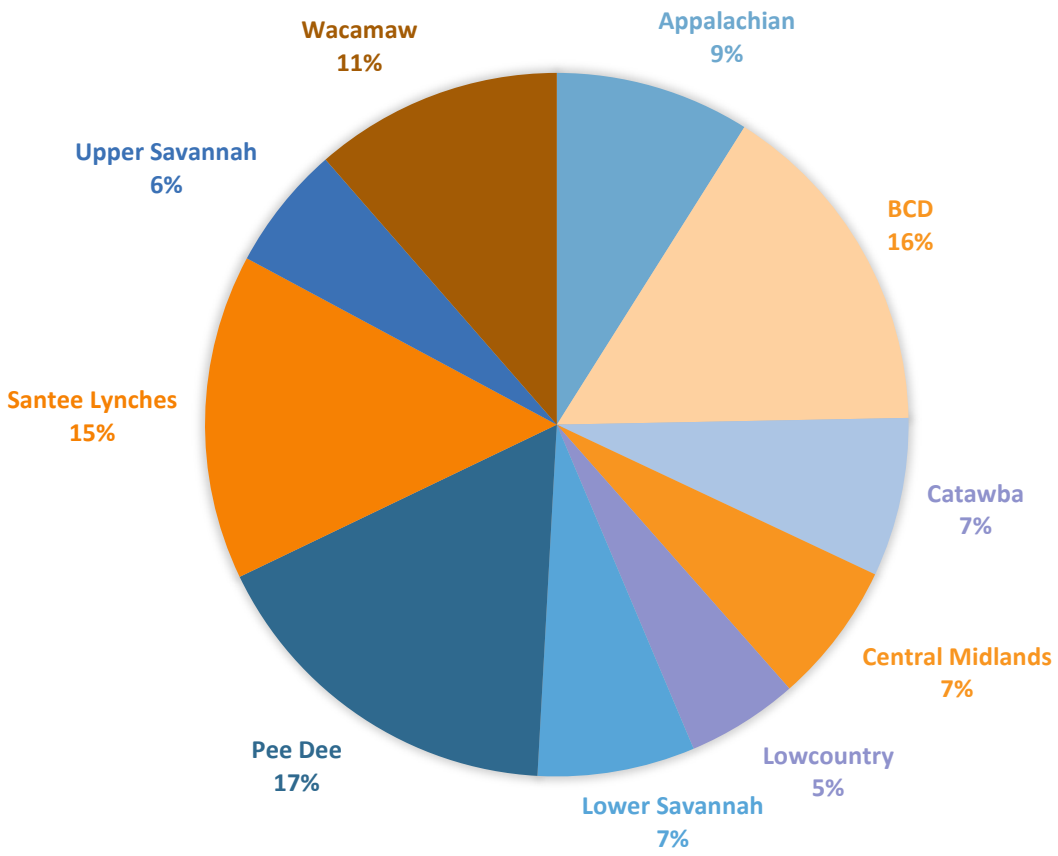


Figure 35. COG NHS Bridges in Good Condition (SF Deck Area)

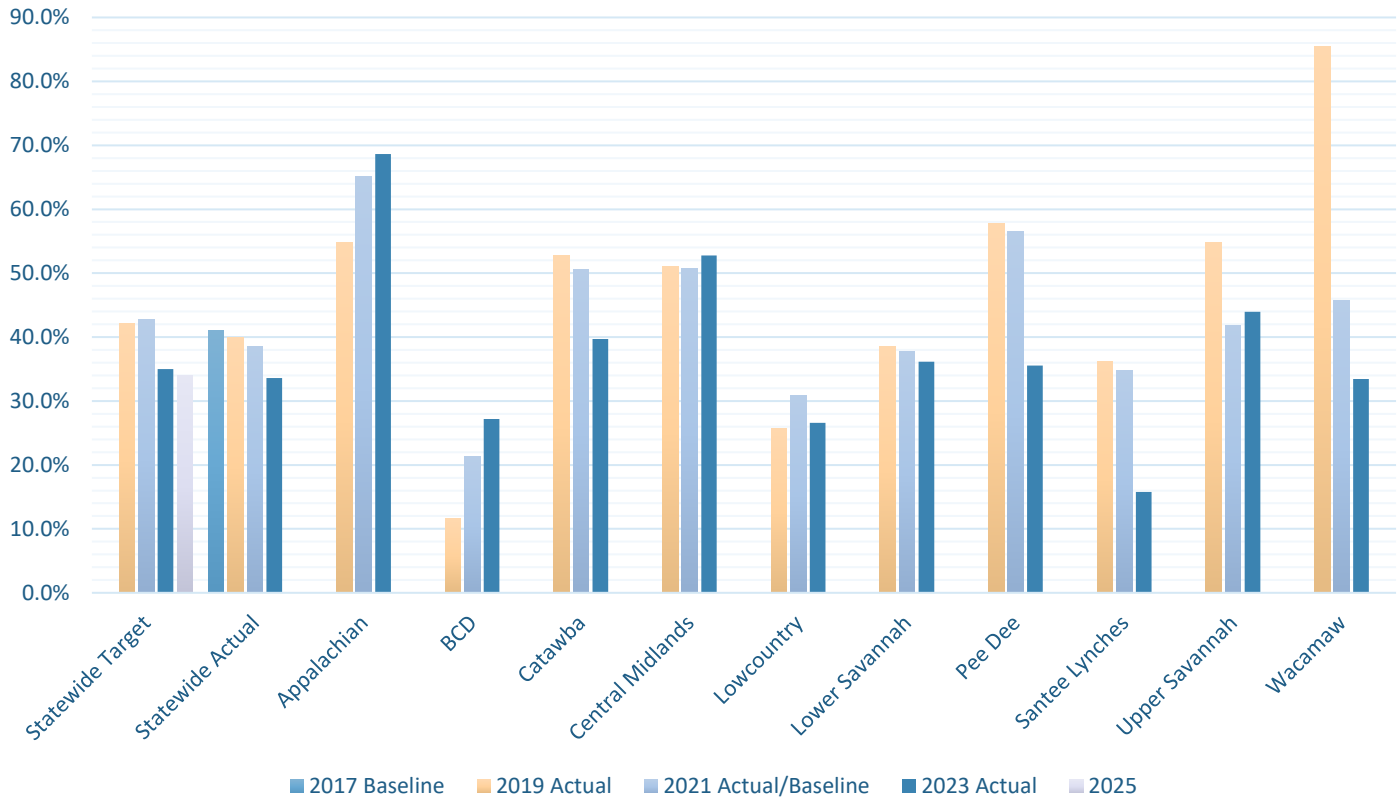
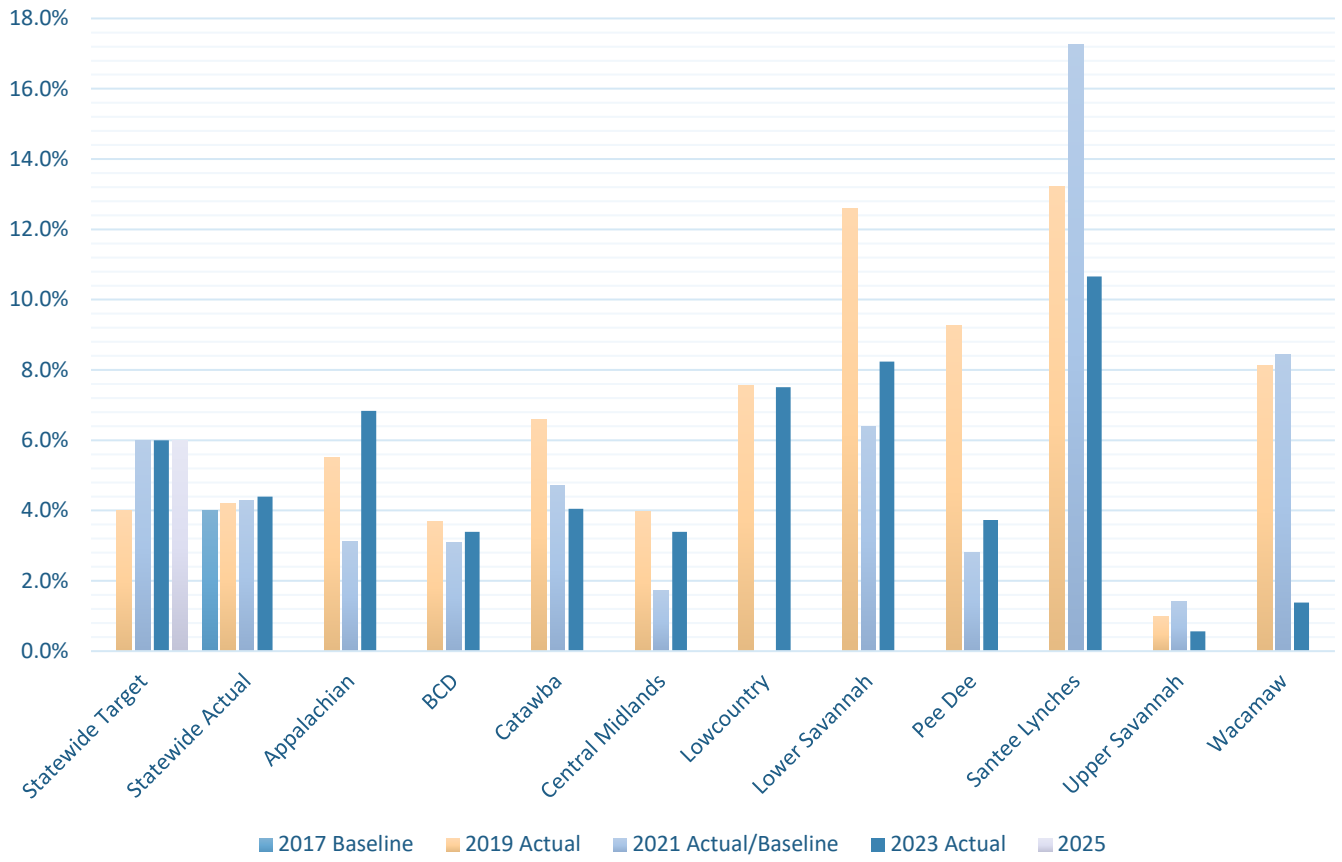


Figure 36. COG NHS Bridges in Poor Condition (SF Deck Area)



PM3 STATEWIDE MOBILITY

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. Travel time reliability is how consistent or predictable travel conditions are for a trip or on a certain road. Some roads have very repeatable and consistent conditions day-to-day and are considered "reliable", while others are more inconsistent with delays and travel times and are considered "unreliable". A congested road is still considered reliable if the congestion is consistent and there are predictable travel times at certain times of the day. Level of Travel Time Reliability (LOTTR) measures the variability of travel times that occur on a facility or trip over a period of time. Reliability measures the benefit of traffic management and is significant to everyone who uses the transportation network, whether they're motor vehicle users, transit, freight or others.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a "normal" travel time (50th percentile) using data from the Federal Highway Administration's National Performance Management Research Data Set (NPMRDS). Data is collected in 15-minute segments during four time periods:

- Morning Peak (6am-10am) Monday-Friday
- Midday (10am-4pm) Monday-Friday
- Afternoon Peak (4pm-8pm) Monday-Friday
- Weekends (6am-8pm)

The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled. For an example of how travel time reliability is measure see Figure 37. Performance is reported for percent person miles traveled on the Interstate and the Non-Interstate NHS that are reliable in Figure 38 and 39.

Figure 37. Calculating Travel Time Reliability Measure

Length	0.5 miles	0.5 miles	1.00 miles	1.00 miles	5.0 miles
6am-10am					
10am-4pm					
4pm-8pm					
Weekend					
Reliable?	*No*	*Yes*	*No*	*Yes*	*Yes*

$$\frac{\text{6.5 reliable miles}}{\text{8.00 total miles}} = 81.3\% \text{ Reliable}$$

SCDOT's travel time reliability approach includes factors such as anticipated growth in vehicle miles traveled, and major projects. Evaluations for this performance period indicated that both reliability on the Interstate and Non-Interstate NHS would decline relative to 2021 baseline conditions. Baseline conditions in 2021 may not be fully indicative of post pandemic travel patterns, which was reflected in projected targets.

Figure 38. Percent Person-Miles Traveled on the Interstate that are Reliable

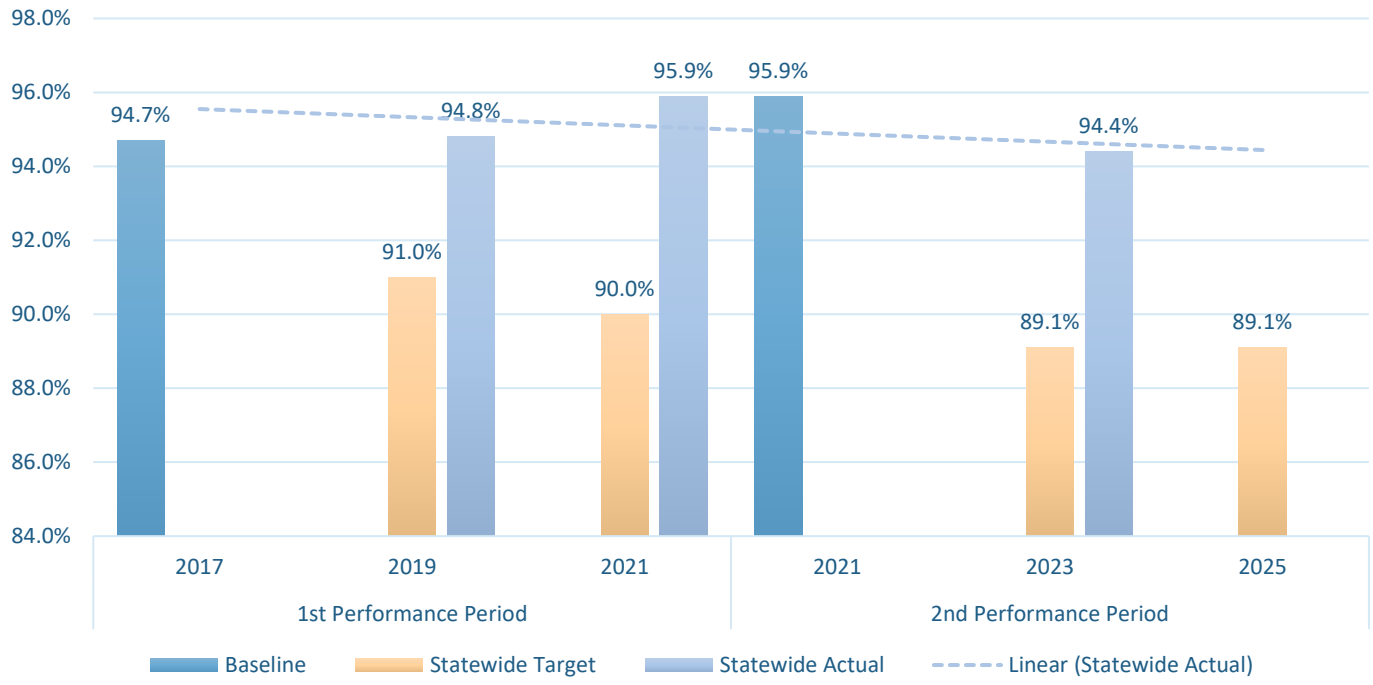
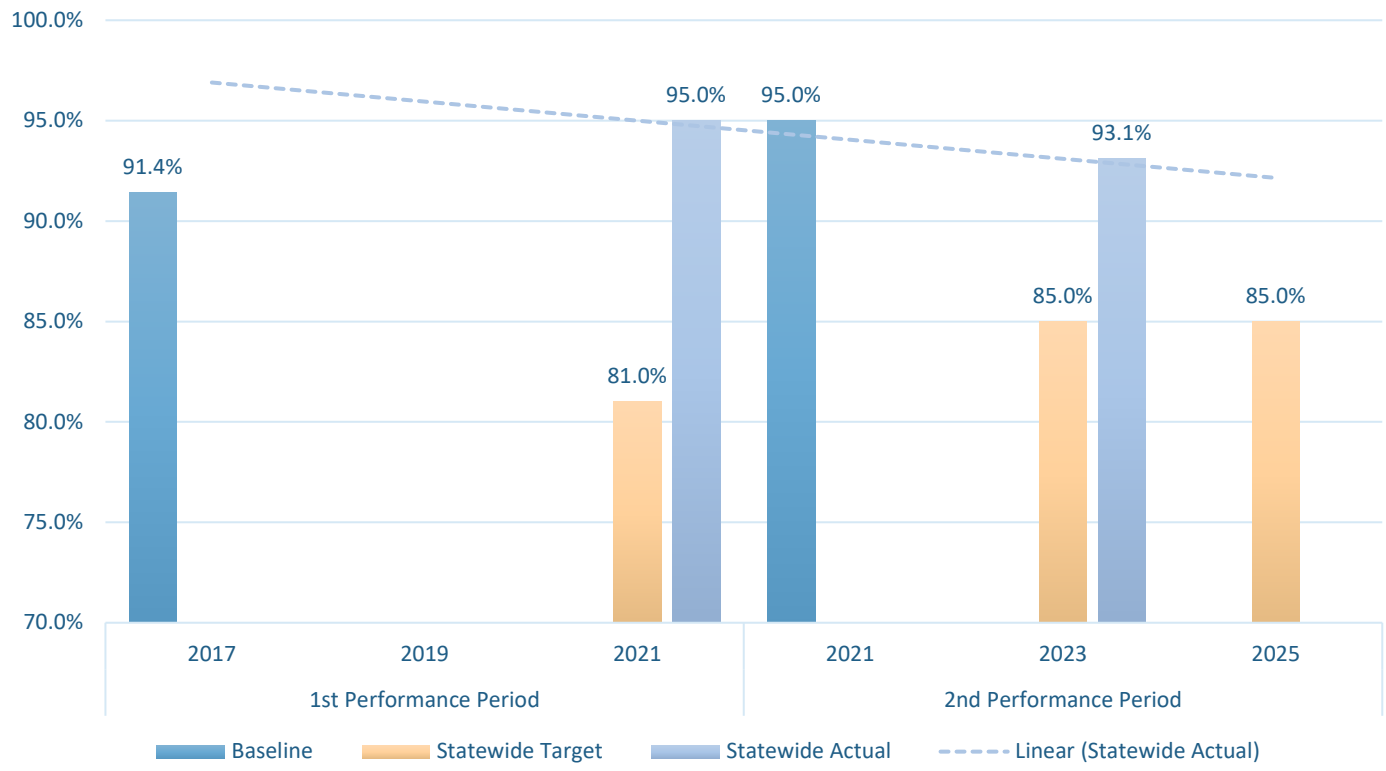


Figure 39. Percent Person-Miles Traveled on the Non-Interstate NHS that are Reliable



MPO AND COG MOBILITY

MPO and COG regional mobility conditions are shown in Figure 40 through 43 with comparison to the statewide actual conditions and targets over time. For data used to create these figures see Appendix A.

Figure 40. Percent of Person-Miles Traveled on the Interstate that are Reliable (MPO)

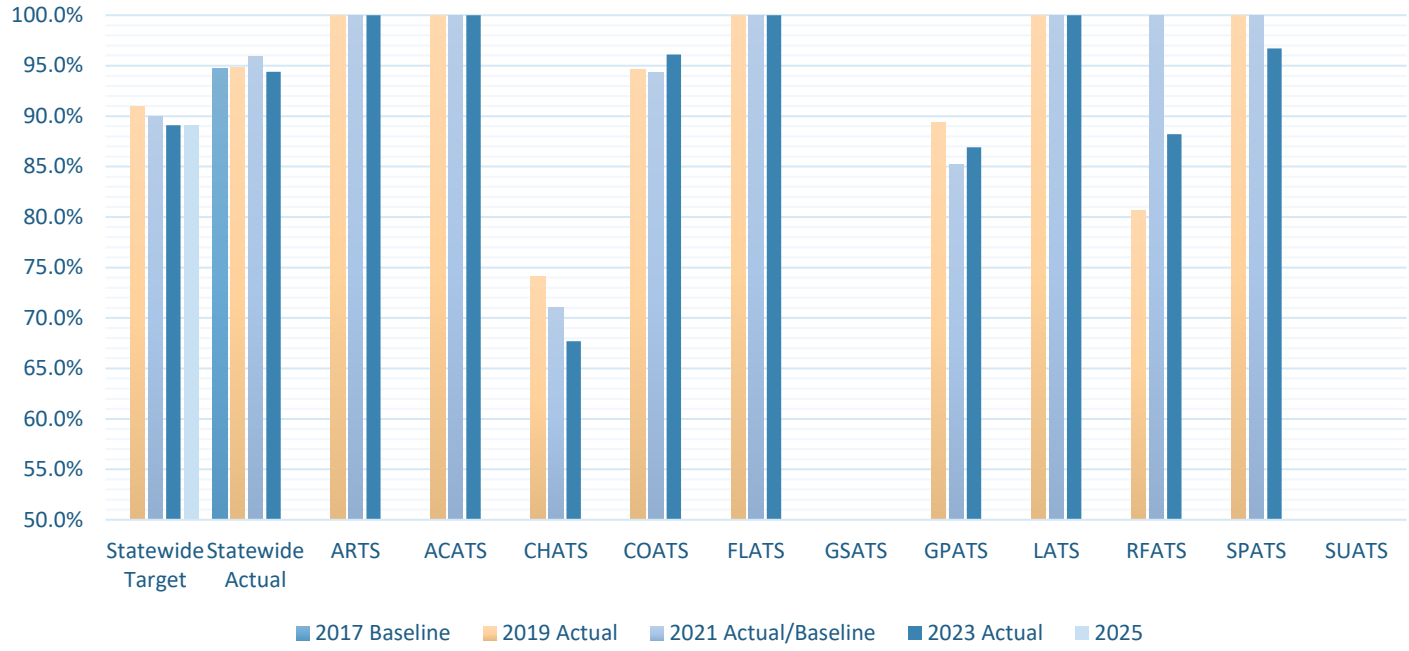


Figure 41. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (MPO)

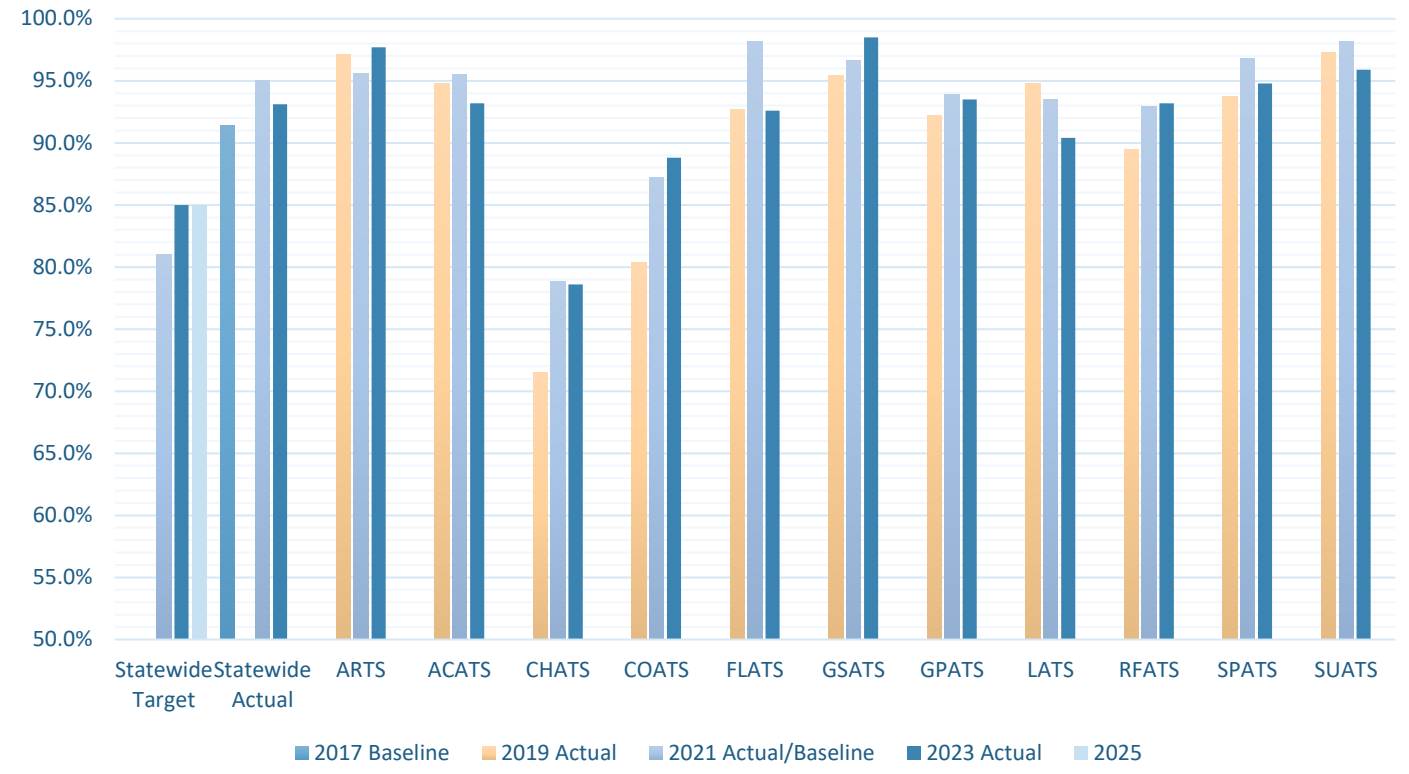


Figure 42. Percent of Person-Miles Traveled on the Interstate that are Reliable (COG)

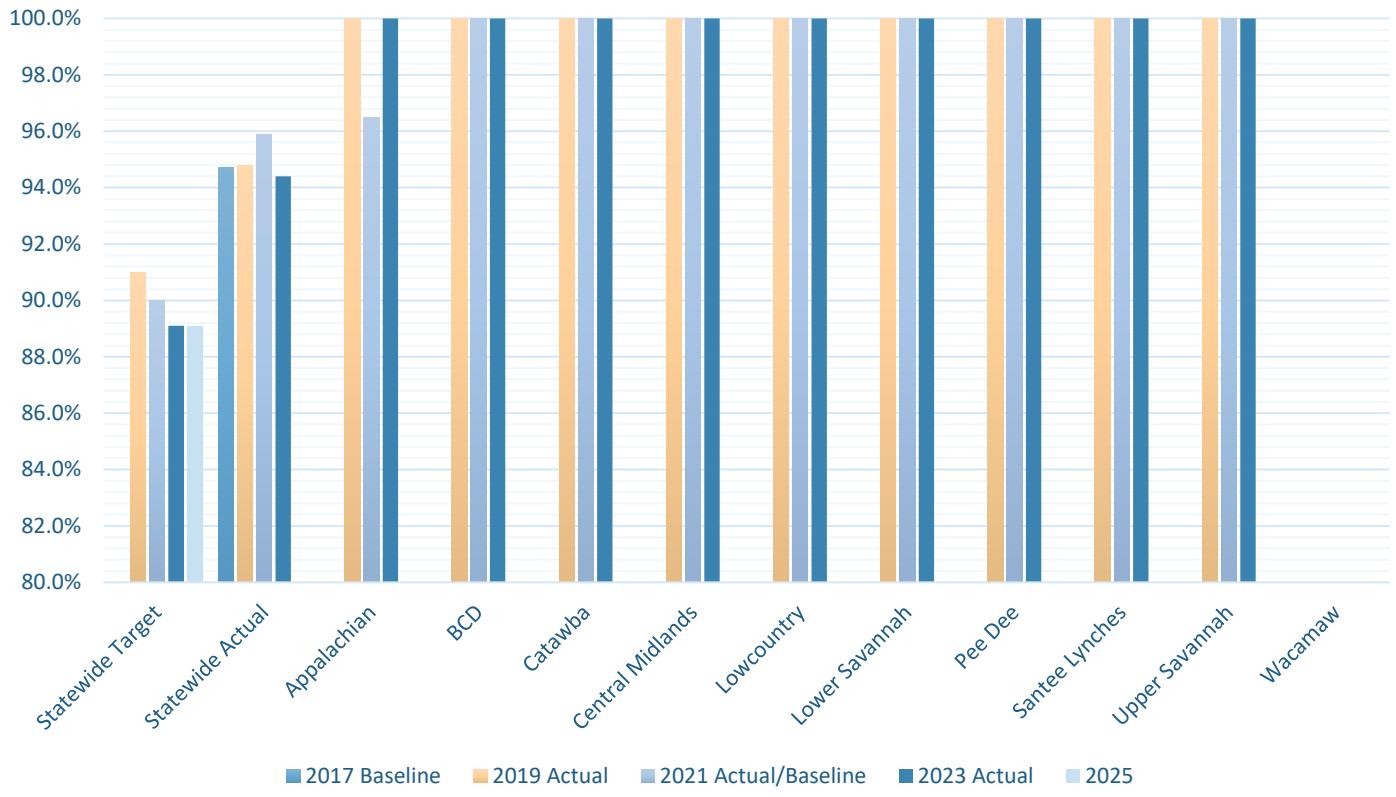
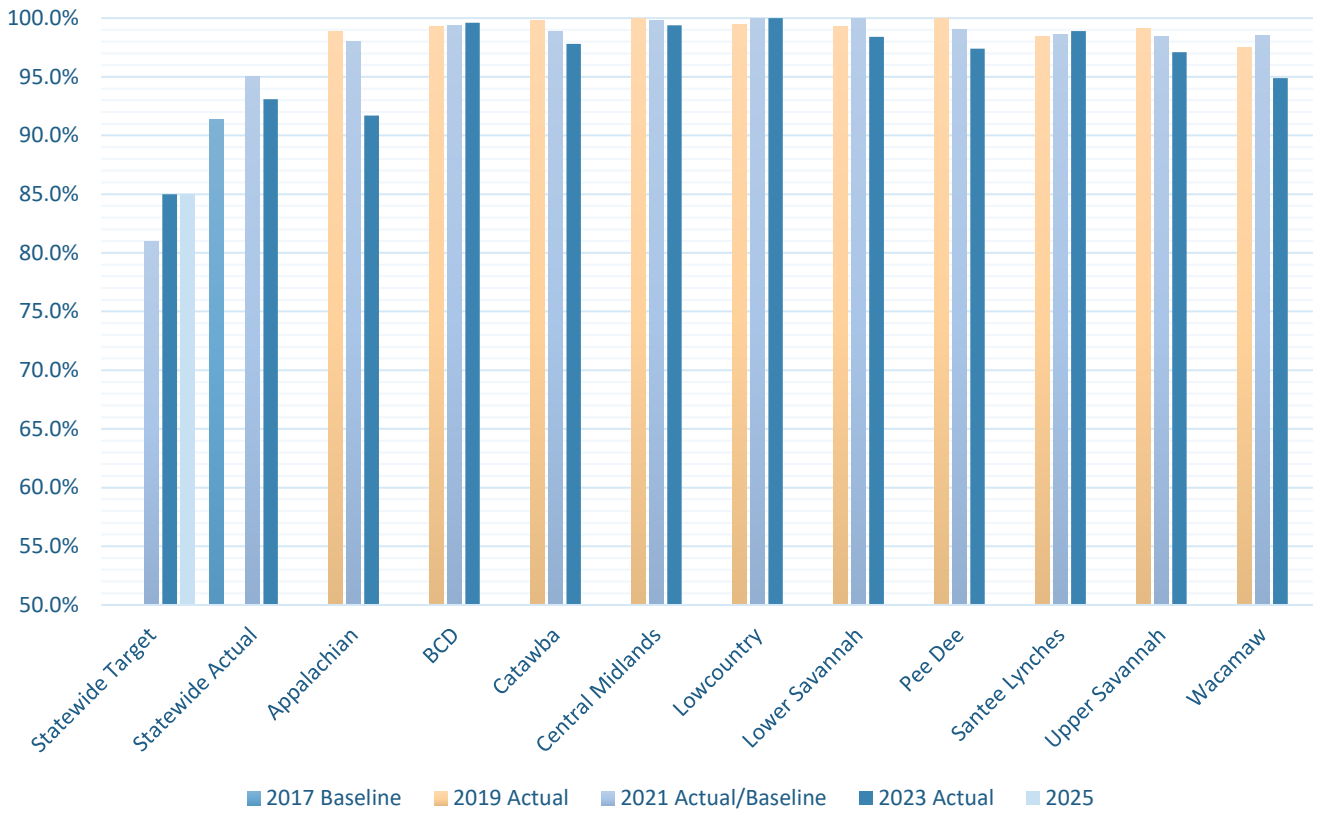


Figure 43. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (COG)



PM3 FREIGHT MOBILITY (TTTR)

The freight movement performance measure assesses reliability for trucks traveling on the Interstate system. A Truck Travel Time Reliability (TTTR) index is generated based on the ratio of actual truck travel times to normal travel times. A lower TTTR value means better performance, i.e., more reliable truck travel.

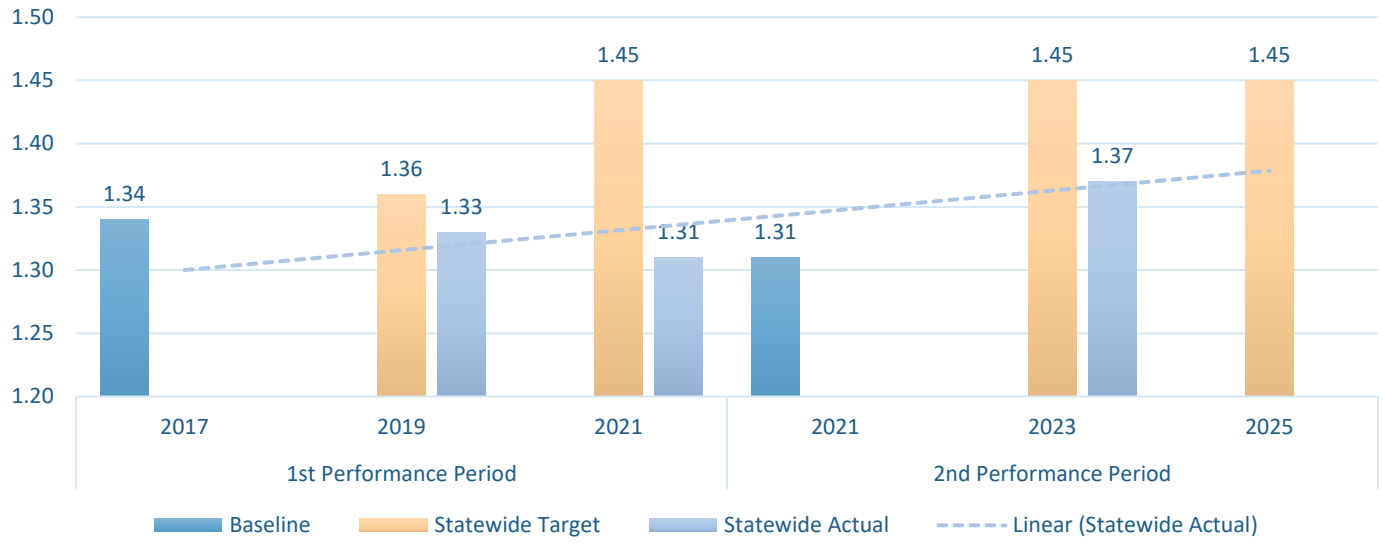
FHWA defines Level of Truck Travel Time Reliability (LOTTTR) as the percent of truck-miles on the Interstate System that are reliable. LOTTTR is calculated as the ratio of the longer travel times (95th percentile) to a "normal" travel time (50th percentile), using NPMRDS or equivalent data. Data is collected in 15-minute segments during five time periods:

- Morning Peak (6am-10am) Monday-Friday
- Midday (10am-4pm) Monday-Friday
- Afternoon Peak (4pm-8pm) Monday-Friday
- Weekends (6am-8pm)
- Overnight (8pm-6am)

The segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Any roadway segment or corridor that has a reliability index of 1.5 or greater during any time period is considered to be unreliable. TTTR Index in Figure 44 shows overall freight reliability on the Interstate in South Carolina. In the MPO and COG Freight Mobility section that follows the graph shows the consistently unreliable regions of the Interstate System that are responsible for making 4.1% of the Interstate's unreliable, the majority of which are located in three MPO's: Charleston (CHATS), Greenville-Pickens (GPATS) and Columbia (COATS). Addressing unreliable sections and pinch points of System to System Interchanges is a top priority for the agency. As future freight volume increases, economic growth and increased work zone and interstate capacity projects are in construction, it is forecasted that TTTR index will increase above the baseline. Current and future interstate projects will benefit interstate TTTR in the long term, but SCDOT anticipates lower truck reliability will be difficult to achieve in the short term.

Figure 44. Interstate Truck Travel Time Reliability Index (TTTR)



MPO AND COG FREIGHT MOBILITY

MPO and COG regional freight mobility conditions are shown in Figure 45 and 46, with a comparison to the statewide actual conditions over time. For data used to create these figures see Appendix A.

Figure 45. Interstate Freight TTTR Index (MPO)

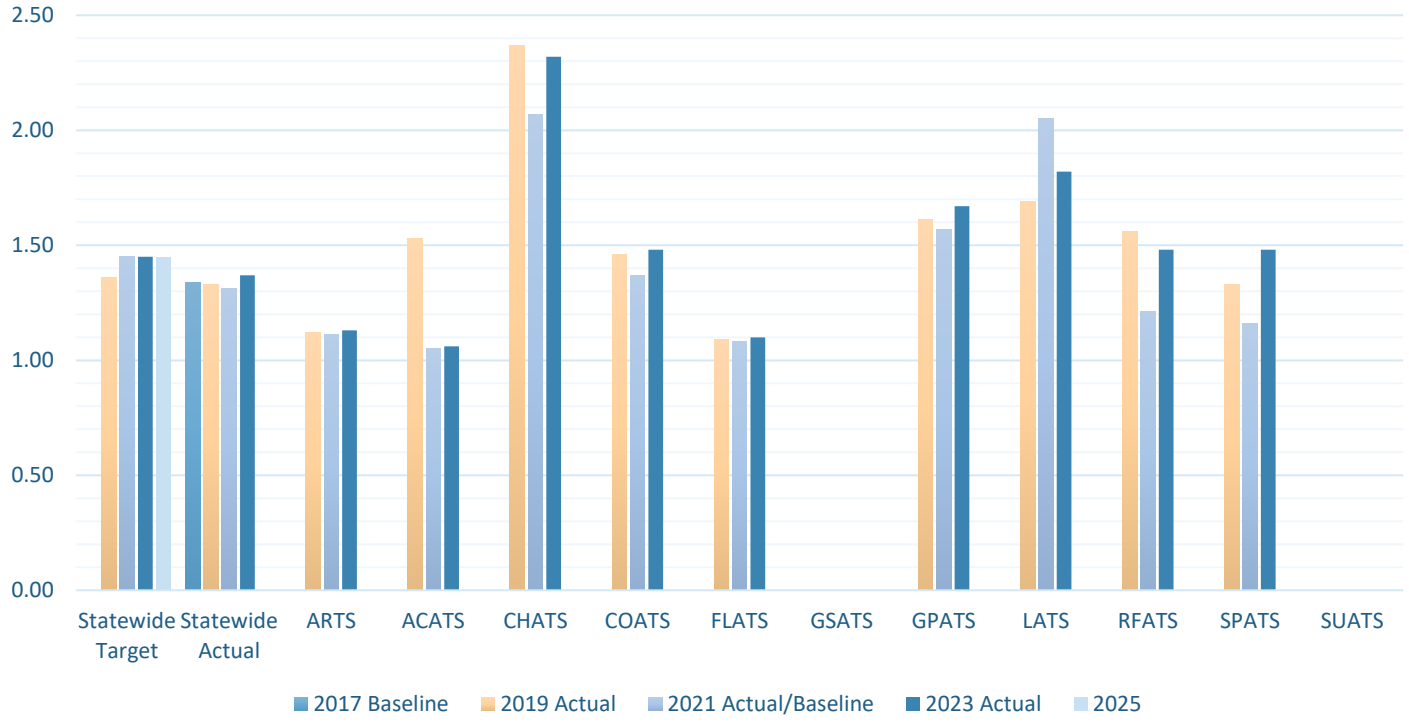
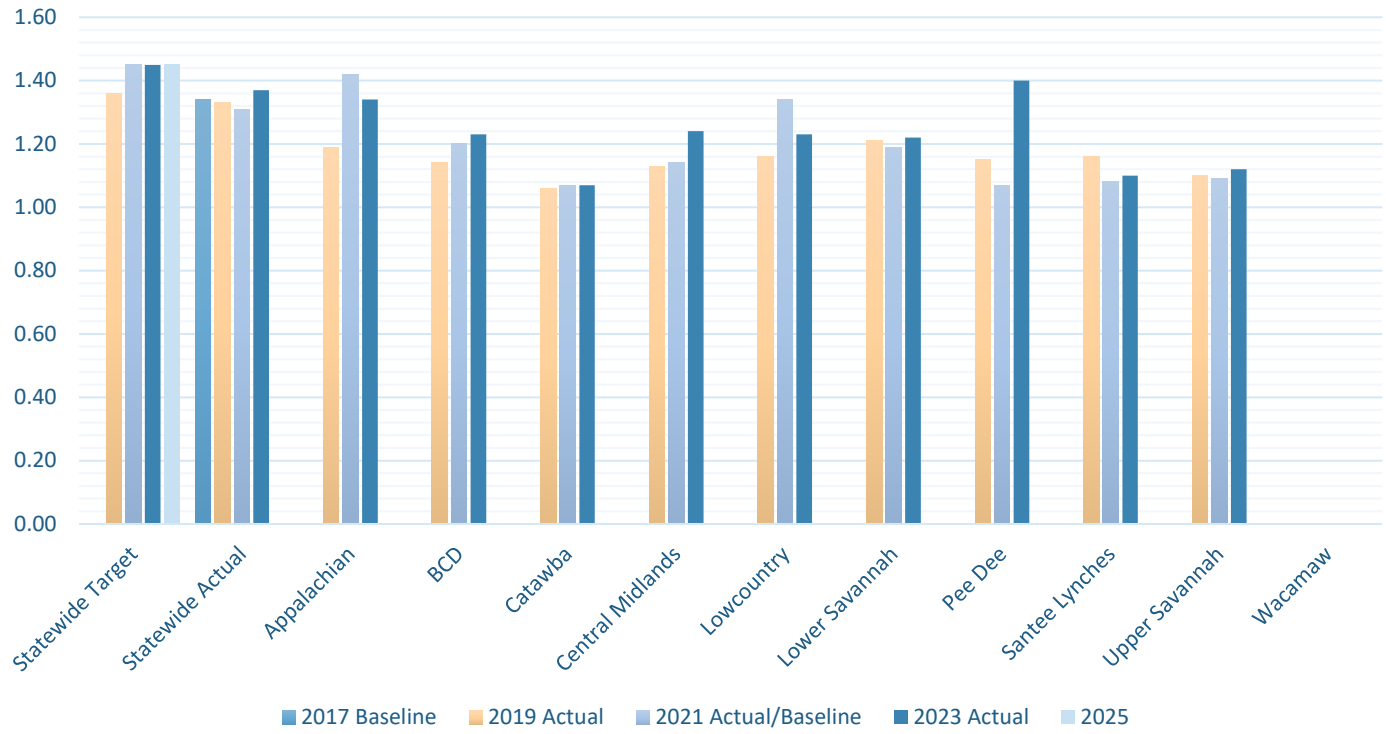


Figure 46. Interstate Freight TTTR Index (COG)

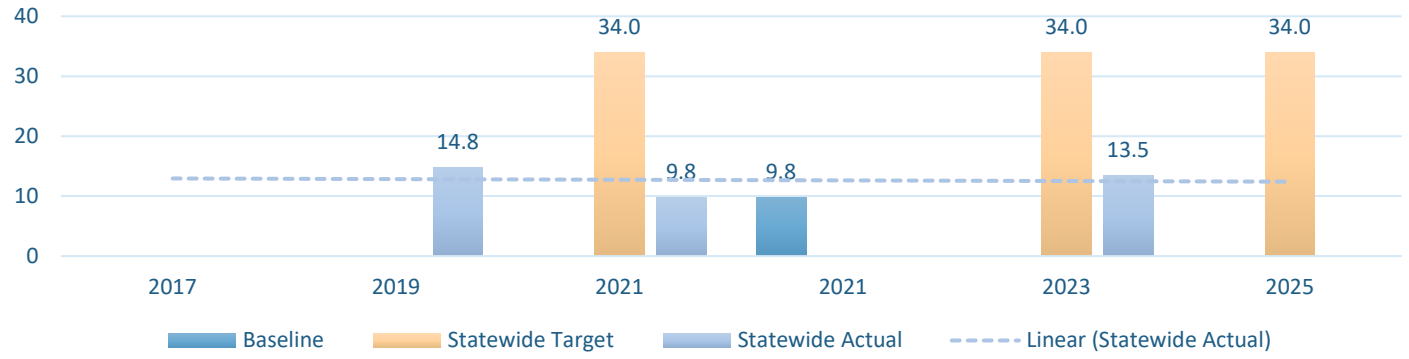


PM3 CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions which applies to one MPO area of the state, Rock Hill and Fort Mill Area Transportation Study (RFATS). SCDOT works in conjunction with NCDOT, RFATS and other relative MPOs to develop the targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. FHWA established measures, to assess the extent of congestion and projects aimed at emission reduction.

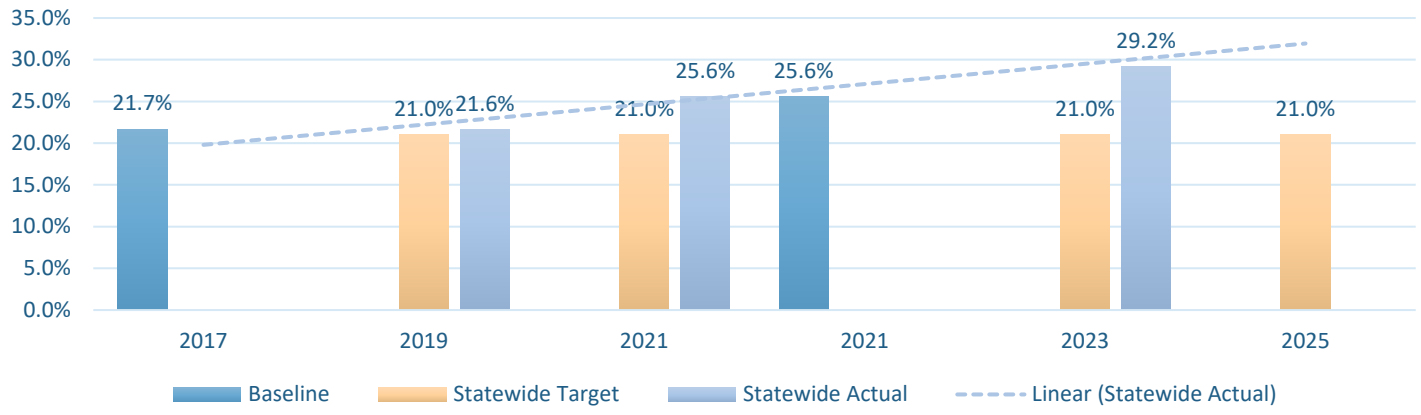
The extent of traffic congestion is measured by the number of transportation system users that are affected by congestion. This metric is measured by the annual hours of Peak Hour Excessive Delay (PHED) per capital on the NHS in the Charlotte, NC-SC Urbanized Area. The threshold for excessive delay is based on the travel times at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater. And measured in 15-minutes intervals. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis. The targets in Figure 47 reflect an anticipated return to pre-pandemic traffic delays, above the 2021 baseline. Uncertainty remains as the continuing impacts of widespread telework and more flexible work schedules have kept actual conditions better than pre-pandemic performance trends.

Figure 47. Annual Hours of Peak Hour Excessive Delay per Capita - Charlotte, NC-SC Urbanized Area (hours)



Measuring Non-Single Occupancy Vehicle (Non-SOV) travel, within an urbanized area, recognizes investments within the Charlotte, NC-SC region that increase multimodal solutions and vehicle occupancy levels as strategies to reduce congestion and criteria pollutant emissions. Modes of transportation recognized include carpooling, vanpooling, public transportation, commuter rail, walking, bicycling and tele-commuting. See Figure 48 below.

Figure 48. Percent of Non-Single Occupancy Vehicle Travel - Charlotte, NC-SC Urbanized Area



On-road emission reduction measures represents the cumulative target period reductions in kg/day for CMAQ funded projects within the boundary of the planning area. Total emission reduction for Nitrogen Oxides (NOx), Figure 49, and Volatile Organic Compounds (VOC), Figure 50, performance measures represent the estimated reductions benefit resulting from CMAQ projects authorized for funding in the performance period. These benefits are highly dependent on the project type and project delivery schedules. Projects planned to be completed in the first half of the performance period have shifted to the remainder of the performance period due to delays with utility coordination, right-of-way phase and other project delivery delays.

Figure 49. Total Emission Reduction (NOx) - Charlotte, NC-SC Urbanized Area (kg/day)

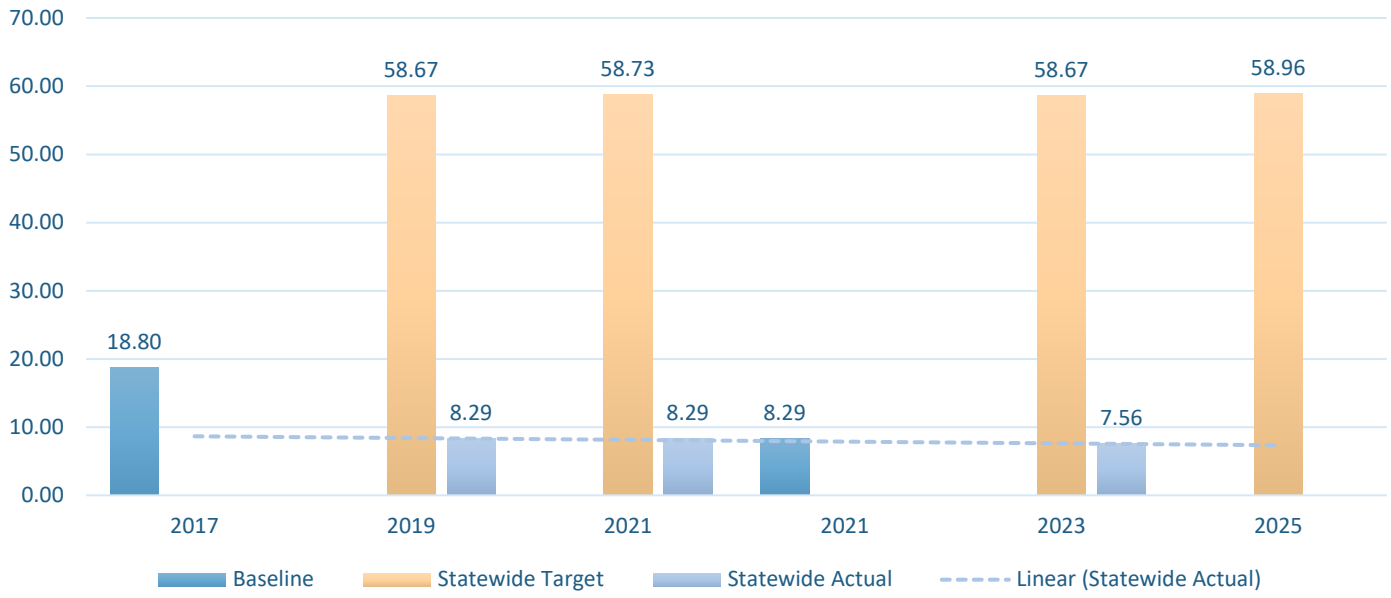
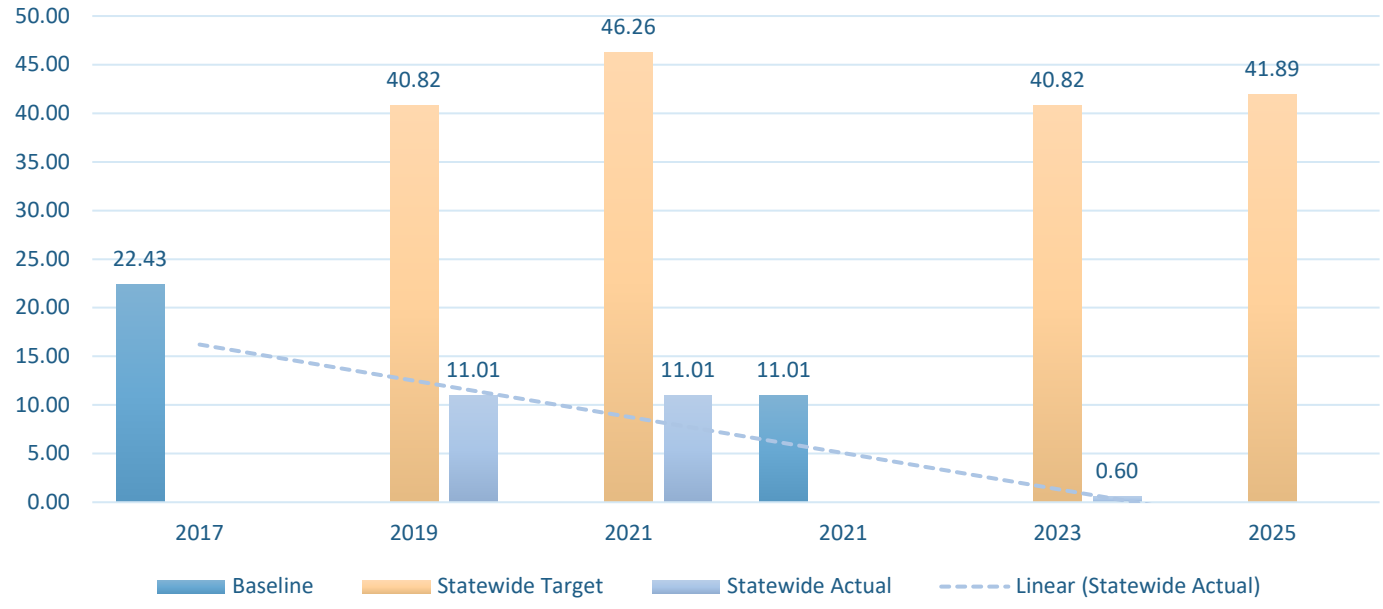


Figure 50. Total Emission Reduction (VOC) - Charlotte, NC-SC Urbanized Area (kg/day)



APPENDIX

(Note – Some cells are purposely left blank in the tables that follow)

Number of Fatalities Statewide	Year				
	CY (2014-2018) Baseline (2012-2016)	CY (2015-2019) Baseline (2013-2017)	CY (2016-2020) Baseline (2014-2018)	CY (2017-2021) Baseline (2015-2019)	CY (2018-2022) Baseline (2016-2020)
Baseline	890.4	915.6	969.4	1006.0	1023.4
Statewide Target	970.0	988.0	1011.0	1005.0	1061.0
Statewide Actual	969.6	1005.0	1023.0	1059.0	1080.0

Rate of Fatalities	Year				
	CY (2014-2018) Baseline (2012-2016)	CY (2015-2019) Baseline (2013-2017)	CY (2016-2020) Baseline (2014-2018)	CY (2017-2021) Baseline (2015-2019)	CY (2018-2022) Baseline (2016-2020)
Baseline	1.748	1.752	1.802	1.820	1.838
Statewide Target	1.810	1.790	1.819	1.760	1.820
Statewide Actual	1.804	1.818	1.836	1.880	1.894

Number of Serious Injuries Statewide	Year				
	CY (2014-2018) Baseline (2012-2016)	CY (2015-2019) Baseline (2013-2017)	CY (2016-2020) Baseline (2014-2018)	CY (2017-2021) Baseline (2015-2019)	CY (2018-2022) Baseline (2016-2020)
Baseline	3195.4	3108.2	2938.8	2974.2	2877.2
Statewide Target	3067.0	2986.0	2781.0	2950.0	2850.0
Statewide Actual	2988.4	2986.6	2888.2	2862.2	2804.6

Rate of Serious Injuries	Year				
	CY (2014-2018) Baseline (2012-2016)	CY (2015-2019) Baseline (2013-2017)	CY (2016-2020) Baseline (2014-2018)	CY (2017-2021) Baseline (2015-2019)	CY (2018-2022) Baseline (2016-2020)
Baseline	6.304	5.986	5.584	5.390	5.160
Statewide Target	5.708	5.420	4.979	5.350	4.892
Statewide Actual	5.590	5.412	5.180	5.076	4.916

Number of Non-Motorized Fatalities and Serious Injuries	Year				
	CY (2014-2018) Baseline (2012-2016)	CY (2015-2019) Baseline (2013-2017)	CY (2016-2020) Baseline (2014-2018)	CY (2017-2021) Baseline (2015-2019)	CY (2018-2022) Baseline (2016-2020)
Baseline	378.8	382.6	393.2	417.4	440.8
Statewide Target	371.3	380.0	380.0	440.0	500.0
Statewide Actual	389.8	414.2	438.8	458.8	463.6

MPO Study Area	Total F&SI	Percent Total F&SI Overall	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Statewide				1.775		4.567	
ARTS	88.800	3%	23.0	1.441	52.8	3.308	13.0
ACATS	79.000	3%	20.0	1.023	49.4	2.526	9.6
CHATS	544.400	20%	97.2	1.419	360.6	5.266	86.6
COATS	430.400	16%	106.8	1.492	265.8	3.713	57.8
FLATS	134.400	5%	31.4	1.801	83.6	4.796	19.4
GSATS	297.200	11%	56.6	1.510	196.4	5.239	44.2
GPATS	509.600	19%	112.0	1.828	339.2	5.536	58.4
RFATS	149.400	6%	28.2	1.132	106.2	4.261	15.0
SPATS	208.400	8%	54.0	1.551	134.0	3.849	20.4
SUATS	80.600	3%	18.8	2.413	53.4	6.854	8.4
LATS	139.400	5%	26.0	1.255	97.6	4.712	15.8

COG Study Area	Total F&SI	Percent Total F&SI Overall	Traffic Fatalities	Fatality Rate*	Serious Injuries	Serious Injury Rate*	Non-Motorized Fatalities and Serious Injuries
Statewide				1.775		4.567	
Appalachian	250.200	15%	65.0	2.284	166.6	5.855	18.6
BCD	119.800	7%	43.6	2.602	66.6	3.975	9.6
Catawba	167.000	10%	47.6	2.387	107.2	5.375	12.2
Central Midlands	91.800	5%	36.0	1.836	48.0	2.448	7.8
Lowcountry	135.600	8%	46.2	2.136	77.2	3.569	12.2
Lower Savannah	226.800	13%	65.8	2.007	146.8	4.478	14.2
Pee Dee	238.400	14%	71.6	2.573	144.0	5.175	22.8
Santee Lynches	129.400	8%	37.0	1.523	84.8	3.490	7.6
Upper Savannah	180.000	11%	52.4	2.181	113.4	4.719	14.2
Waccamaw	143.000	9%	42.4	3.059	88.6	6.393	12.0

Interstate Pavements in Good Condition (Fed Metric)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline				75.8%		
Statewide Target			71.0%		77.0%	78.0%
Statewide Actual		63.2%	75.8%		70.7%	

Interstate Pavements in Poor Condition (Fed Metric)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline				0.2%		
Statewide Target			3.0%		2.5%	2.5%
Statewide Actual		1.2%	0.2%		0.6%	

Non-Interstate NHS Pavements in Good Condition (Fed Metric)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline				38.8%		
Statewide Target		14.9%	21.1%		36.0%	38.0%
Statewide Actual		27.4%	38.8%		38.6%	

Non-Interstate NHS Pavements in Poor Condition (Fed Metric)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline				1.6%		
Statewide Target		4.3%	4.6%		10.0%	10.0%
Statewide Actual		3.9%	1.6%		1.9%	

MPO Region - Interstate Centerline Miles	Centerline Miles	Percentage
ACATS	13.74	2%
ARTS	60.07	7%
CHATS	96.99	12%
COATS	243.51	30%
FLATS	78.01	10%
GSATS	0.00	0%
GPATS	134.39	17%
LATS	29.93	4%
RFATS	42.68	5%
SPATS	107.71	13%
SUATS	0.00	0%

MPO Region Non-Interstate NHS Centerline Miles	Centerline Miles	Percentage
ACATS	66.20	4%
ARTS	91.70	6%
CHATS	208.00	13%
COATS	228.30	14%
FLATS	77.88	5%
GSATS	296.60	19%
GPATS	213.35	13%
LATS	134.19	8%
RFATS	100.81	6%
SPATS	111.03	7%
SUATS	69.61	4%

COG Region - Interstate Centerline Miles	Centerline Miles	Percentage
Appalachian	130.82	15%
BCD	78.01	9%
Catawba	37.64	4%
Central Midlands	120.53	13%
Lowcountry	107.69	12%
Lower Savannah	137.17	15%
Pee Dee	56.71	6%
Santee Lynches	155.49	17%
Upper Savannah	70.07	8%
Wacamaw	0.00	0%

COG Region Non-Interstate NHS Centerline Miles	Centerline Miles	Percentage
Appalachian	133.71	7%
BCD	162.08	8%
Catawba	227.66	11%
Central Midlands	41.75	2%
Lowcountry	106.95	5%
Lower Savannah	279.79	14%
Pee Dee	427.64	21%
Santee Lynches	127.46	6%
Upper Savannah	265.69	13%
Wacamaw	257.59	13%

MPO Interstate Pavements (PQI) Good	Years			
	2017	2019	2021	2023
Statewide	69.87%	69.72%	77.69%	76.79%
ACATS	29.34%	100.00%	95.85%	95.78%
ARTS	61.20%	83.52%	88.91%	78.29%
CHATS	98.94%	66.35%	64.09%	85.30%
COATS	73.88%	83.21%	80.60%	84.36%
FLATS	93.31%	93.87%	94.22%	90.13%
GSATS				
GPATS	69.91%	63.88%	64.94%	60.18%
LATS	71.57%	83.90%	84.20%	100.00%
RFATS	100.00%	100.00%	100.00%	97.51%
SPATS	62.85%	89.77%	94.83%	96.68%
SUATS				

MPO Interstate Pavements (PQI) Poor	Years			
	2017	2019	2021	2023
Statewide	13.90%	11.07%	7.65%	7.02%
ACATS	13.83%	0.00%	0.00%	0.00%
ARTS	35.47%	6.16%	0.00%	10.38%
CHATS	0.40%	3.48%	4.13%	5.67%
COATS	16.45%	8.56%	5.30%	3.43%
FLATS	0.67%	0.00%	5.00%	4.79%
GSATS				
GPATS	21.12%	16.35%	22.05%	24.95%
LATS	0.00%	12.29%	1.98%	0.00%
RFATS	0.00%	0.00%	0.00%	0.00%
SPATS	7.29%	6.23%	0.00%	0.98%
SUATS				

MPO Non-Interstate NHS Pavements (PQI) Good	Years			
	2017	2019	2021	2023
Statewide	31.67%	46.43%	52.20%	51.85%
ACATS	17.66%	25.40%	40.94%	36.40%
ARTS	18.62%	51.87%	38.38%	58.48%
CHATS	61.62%	63.08%	48.30%	40.39%
COATS	16.48%	22.48%	30.27%	34.80%
FLATS	50.13%	60.86%	66.72%	64.36%
GSATS	24.42%	30.91%	54.62%	69.67%
GPATS	21.22%	41.13%	59.39%	58.20%
LATS	42.38%	66.71%	64.72%	64.06%
RFATS	23.05%	28.82%	42.53%	43.61%
SPATS	16.66%	17.47%	27.63%	24.05%
SUATS	29.32%	50.37%	38.68%	32.25%

MPO Non-Interstate NHS Pavements (PQI) Poor	Years			
	2017	2019	2021	2023
Statewide	43.22%	34.84%	30.50%	29.62%
ACATS	55.35%	49.74%	42.28%	51.46%
ARTS	55.93%	29.65%	44.34%	28.04%
CHATS	17.89%	13.84%	18.58%	23.78%
COATS	39.14%	40.56%	36.94%	36.57%
FLATS	25.67%	14.09%	15.50%	13.83%
GSATS	45.22%	43.88%	26.07%	17.55%
GPATS	68.37%	53.98%	33.14%	25.27%
LATS	23.43%	8.61%	14.17%	11.35%
RFATS	30.14%	39.68%	29.93%	34.72%
SPATS	45.78%	60.36%	52.50%	64.31%
SUATS	51.44%	33.85%	48.90%	47.31%

COG Interstate Pavements (PQI) Good	Years			
	2017	2019	2021	2023
Statewide	69.87%	69.72%	77.69%	76.79%
Appalachian	67.95%	73.19%	73.69%	67.11%
BCD	72.99%	69.74%	79.37%	49.34%
Catawba	100.00%	91.21%	99.55%	60.20%
Central Midlands	50.11%	44.09%	70.98%	71.49%
Lowcountry	16.82%	15.84%	65.98%	65.66%
Lower Savannah	59.17%	32.04%	38.63%	57.33%
Pee Dee	66.81%	63.69%	66.87%	67.31%
Santee Lynches	80.30%	82.95%	98.46%	89.07%
Upper Savannah	96.24%	96.96%	99.68%	99.75%
Wacamaw				

COG Interstate Pavements (PQI) Poor	Years			
	2017	2019	2021	2023
Statewide	13.90%	11.07%	7.65%	7.02%
Appalachian	17.69%	9.03%	2.68%	4.24%
BCD	4.74%	1.92%	6.45%	17.83%
Catawba	0.00%	0.00%	0.00%	0.45%
Central Midlands	34.63%	39.88%	15.28%	14.96%
Lowcountry	19.25%	6.69%	0.00%	0.00%
Lower Savannah	19.86%	33.02%	24.11%	11.60%
Pee Dee	9.71%	17.63%	33.13%	12.99%
Santee Lynches	7.46%	1.43%	0.00%	0.00%
Upper Savannah	2.90%	2.75%	32.00%	0.00%
Wacamaw				

COG Non-Interstate NHS Pavements (PQI) Good	Years			
	2017	2019	2021	2023
Statewide	31.67%	46.43%	52.20%	51.85%
Appalachian	26.71%	42.67%	54.15%	52.01%
BCD	24.78%	39.24%	43.12%	51.55%
Catawba	25.80%	47.08%	62.22%	50.58%
Central Midlands	45.81%	53.67%	38.17%	39.45%
Lowcountry	53.02%	73.00%	61.47%	58.08%
Lower Savannah	20.79%	48.77%	50.82%	51.25%
Pee Dee	36.75%	52.47%	56.94%	56.50%
Santee Lynches	34.49%	64.56%	64.51%	42.58%
Upper Savannah	34.91%	40.35%	54.40%	48.90%
Wacamaw	44.27%	56.49%	60.59%	63.59%

COG Non-Interstate NHS Pavements (PQI) Poor	Years			
	2017	2019	2021	2023
Statewide	43.22%	34.84%	30.50%	29.62%
Appalachian	52.84%	47.67%	27.46%	27.17%
BCD	51.36%	37.60%	33.10%	34.06%
Catawba	46.49%	32.81%	27.25%	34.15%
Central Midlands	43.29%	45.80%	50.77%	42.14%
Lowcountry	26.87%	11.68%	25.45%	25.65%
Lower Savannah	61.94%	38.71%	38.38%	33.53%
Pee Dee	44.44%	30.91%	29.16%	28.74%
Santee Lynches	27.49%	20.02%	24.23%	39.21%
Upper Savannah	39.64%	40.35%	26.55%	24.86%
Wacamaw	37.78%	35.25%	30.57%	24.65%

NHS Bridges in Good Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	41.1%			38.5%		
Statewide Target		42.2%	42.7%		35.0%	34.0%
Statewide Actual		40.0%	38.5%		33.6%	

NHS Bridges in Poor Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	4.0%			4.3%		
Statewide Target		4.0%	6.0%		6.0%	6.0%
Statewide Actual		4.2%	4.3%		4.4%	

MPO NHS Bridges	Square Footage Deck Area	Number	Percentage
ACATS	522625	35	2%
ARTS	580078	44	2%
CHATS	11627783	147	42%
COATS	3936459	173	14%
FLATS	722926	61	3%
GSATS	3692822	108	13%
GPATS	2245373	151	8%
LATS	2119872	48	8%
RFATS	667130	35	2%
SPATS	1135581	93	4%
SUATS	199744	16	1%

COG NHS Bridges	Square Footage Deck Area	Number	Percentage
Appalachian	1184293	84	9%
BCD	2082239	98	11%
Catawba	966203	85	10%
Central Midlands	860469	58	6%
Lowcountry	679518	58	6%
Lower Savannah	957638	89	10%
Pee Dee	2249035	149	17%
Santee Lynches	1978970	110	12%
Upper Savannah	759670	85	10%
Wacamaw	1510327	74	8%

MPO NHS Bridges in Good Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Statewide Baseline	41.1%			38.5%		
Statewide Target		42.2%	42.7%		35.0%	34.0%
Statewide Actual		40.0%	38.5%		33.6%	
ARTS		62.4%	61.8%		62.0%	
ACATS		16.2%	17.4%		12.7%	
CHATS		19.9%	22.6%		23.7%	
COATS		55.9%	52.7%		40.0%	
FLATS		28.6%	38.4%		7.2%	
GSATS		78.0%	65.1%		56.0%	
GPATS		57.1%	56.8%		56.1%	
LATS		2.4%	2.3%		2.6%	
RFATS		23.9%	24.5%		25.6%	
SPATS		63.9%	62.2%		58.3%	
SUATS		64.41%	64.01%		56.99%	

MPO NHS Bridges in Poor Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Statewide Baseline	4.0%			4.3%		
Statewide Target		4.0%	6.0%		6.0%	6.0%
Statewide Actual		4.2%	4.3%		4.4%	
ARTS		2.6%	1.4%		1.5%	
ACATS		0.8%	0.8%		0.8%	
CHATS		0.7%	0.9%		1.5%	
COATS		6.3%	5.1%		5.6%	
FLATS		0.0%	0.0%		1.0%	
GSATS		2.4%	7.5%		7.6%	
GPATS		11.6%	11.6%		10.5%	
LATS		4.6%	4.1%		4.1%	
RFATS		0.6%	0.6%		0.8%	
SPATS		8.1%	3.7%		7.1%	
SUATS		10.7%	10.9%		10.9%	

COG NHS Bridges in Good Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Statewide Baseline	41.1%			38.5%		
Statewide Target		42.2%	42.7%		35.0%	34.0%
Statewide Actual		40.0%	38.5%		33.6%	
Appalachian		54.7%	65.2%		68.6%	
BCD		11.6%	21.3%		27.2%	
Catawba		52.8%	50.6%		39.7%	
Central Midlands		51.0%	50.7%		52.8%	
Lowcountry		25.7%	30.8%		26.6%	
Lower Savannah		38.6%	37.8%		36.2%	
Pee Dee		57.8%	56.5%		35.5%	
Santee Lynches		36.2%	34.8%		15.8%	
Upper Savannah		54.8%	41.9%		44.0%	
Wacamaw		85.5%	45.7%		33.5%	

COG NHS Bridges in Poor Condition (Deck Area)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Statewide Baseline	4.0%			4.3%		
Statewide Target		4.0%	6.0%		6.0%	6.0%
Statewide Actual		4.2%	4.3%		4.4%	
Appalachian		5.5%	3.1%		6.8%	
BCD		3.7%	3.1%		3.4%	
Catawba		6.6%	4.7%		4.1%	
Central Midlands		4.0%	1.7%		3.4%	
Lowcountry		7.6%	0.0%		7.5%	
Lower Savannah		12.6%	6.4%		8.2%	
Pee Dee		9.3%	2.8%		3.7%	
Santee Lynches		13.2%	17.3%		10.7%	
Upper Savannah		1.0%	1.4%		0.6%	
Wacamaw		8.1%	8.4%		1.4%	

Percent of Person-Miles Traveled on the Interstate that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	94.7%			95.9%		
Statewide Target		91.0%	90.0%		89.1%	89.1%
Statewide Actual		94.8%	95.9%		94.4%	

Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	91.4%			95.0%		
Statewide Target			81.0%		85.0%	85.0%
Statewide Actual			95.0%		93.1%	

Truck Travel Time Reliability Index	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	1.34			1.31		
Statewide Target		1.36	1.45		1.45	1.45
Statewide Actual		1.33	1.31		1.37	

MPO Percent of Person-Miles Traveled on the Interstate that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	94.7%			95.9%		
Statewide Target		91.0%	90.0%		89.1%	89.1%
Statewide Actual		94.8%	95.9%		94.4%	
ARTS		100.0%	100.0%		100.0%	
ACATS		100.0%	100.0%		100.0%	
CHATS		74.1%	71.0%		67.7%	
COATS		94.6%	94.3%		96.1%	
FLATS		100.0%	100.0%		100.0%	
GSATS						
GPATS		89.4%	85.2%		86.9%	
LATS		100.0%	100.0%		100.0%	
RFATS		80.7%	100.0%		88.2%	
SPATS		100.0%	100.0%		96.7%	
SUATS						

MPO Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	91.4%			95.0%		
Statewide Target			81.0%		85.0%	85.0%
Statewide Actual			95.0%		93.1%	
ARTS		97.1%	95.6%		97.7%	
ACATS		94.8%	95.5%		93.2%	
CHATS		71.5%	78.8%		78.6%	
COATS		80.4%	87.2%		88.8%	
FLATS		92.7%	98.2%		92.6%	
GSATS		95.4%	96.6%		98.5%	
GPATS		92.2%	93.9%		93.5%	
LATS		94.8%	93.5%		90.4%	
RFATS		89.5%	92.9%		93.2%	
SPATS		93.7%	96.8%		94.8%	
SUATS		97.3%	98.2%		95.9%	

COG Percent of Person-Miles Traveled on the Interstate that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	94.7%			95.9%		
Statewide Target		91.0%	90.0%		89.1%	89.1%
Statewide Actual		94.8%	95.9%		94.4%	
Appalachian		100.0%	96.5%		100.0%	
BCD		100.0%	100.0%		100.0%	
Catawba		100.0%	100.0%		100.0%	
Central Midlands		100.0%	100.0%		100.0%	
Lowcountry		100.0%	100.0%		100.0%	
Lower Savannah		100.0%	100.0%		100.0%	
Pee Dee		100.0%	100.0%		100.0%	
Santee Lynches		100.0%	100.0%		100.0%	
Upper Savannah		100.0%	100.0%		100.0%	
Wacamaw						

COG Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	91.4%			95.0%		
Statewide Target			81.0%		85.0%	85.0%
Statewide Actual			95.0%		93.1%	
Appalachian		98.9%	98.0%		91.7%	
BCD		99.3%	99.4%		99.6%	
Catawba		99.8%	98.9%		97.8%	
Central Midlands		100.0%	99.8%		99.4%	
Lowcountry		99.5%	100.0%		100.0%	
Lower Savannah		99.3%	100.0%		98.4%	
Pee Dee		100.0%	99.0%		97.4%	
Santee Lynches		98.4%	98.6%		98.9%	
Upper Savannah		99.1%	98.4%		97.1%	
Wacamaw		97.5%	98.5%		94.9%	

MPO Truck Travel Time Reliability Index (Interstates)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	1.34			1.31		
Statewide Target		1.36	1.45		1.45	1.45
Statewide Actual		1.33	1.31		1.37	
ARTS		1.12	1.11		1.13	
ACATS		1.53	1.05		1.06	
CHATS		2.37	2.07		2.32	
COATS		1.46	1.37		1.48	
FLATS		1.09	1.08		1.10	
GSATS						
GPATS		1.61	1.57		1.67	
LATS		1.69	2.05		1.82	
RFATS		1.56	1.21		1.48	
SPATS		1.33	1.16		1.48	
SUATS						

COG Truck Travel Time Reliability Index (Interstates)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	1.34			1.31		
Statewide Target		1.36	1.45		1.45	1.45
Statewide Actual		1.33	1.31		1.37	
Appalachian		1.19	1.42		1.34	
BCD		1.14	1.2		1.23	
Catawba		1.06	1.07		1.07	
Central Midlands		1.13	1.14		1.24	
Lowcountry		1.16	1.34		1.23	
Lower Savannah		1.21	1.19		1.22	
Pee Dee		1.15	1.07		1.4	
Santee Lynches		1.16	1.08		1.1	
Upper Savannah		1.1	1.09		1.12	
Wacamaw						

PHED (hours)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline				9.8		
Statewide Target			34.0		34.0	34.0
Statewide Actual		14.8	9.8		13.5	

Non-SOV (%)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	21.7%			25.6%		
Statewide Target		21.0%	21.0%		21.0%	21.0%
Statewide Actual		21.6%	25.6%		29.2%	

Emissions Nox (kg/day)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	18.80			8.29		
Statewide Target		58.67	58.73		58.67	58.96
Statewide Actual		8.29	8.29		7.56	

Emissions VOC (kg/day)	1st Performance Period			2nd Performance Period		
	2017	2019	2021	2021	2023	2025
Baseline	22.43			11.01		
Statewide Target		40.82	46.26		40.82	41.89
Statewide Actual		11.01	11.01		0.60	