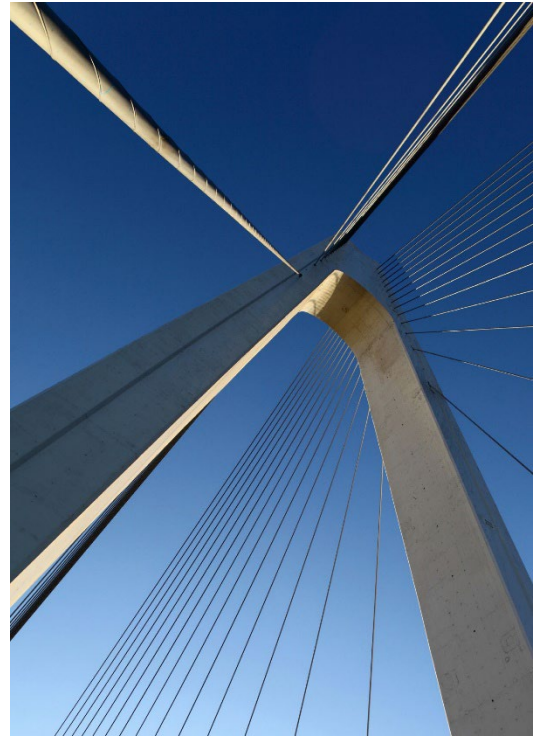
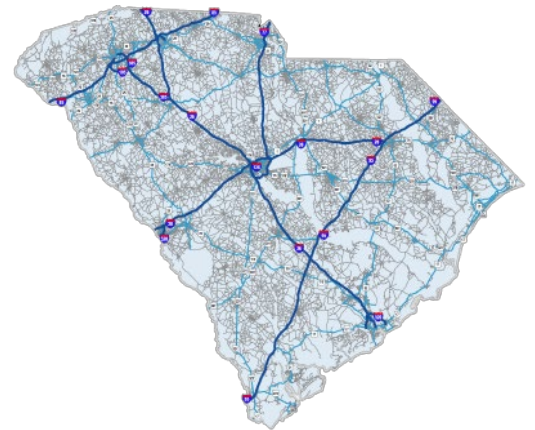




2024 STAMP System Performance Report

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.

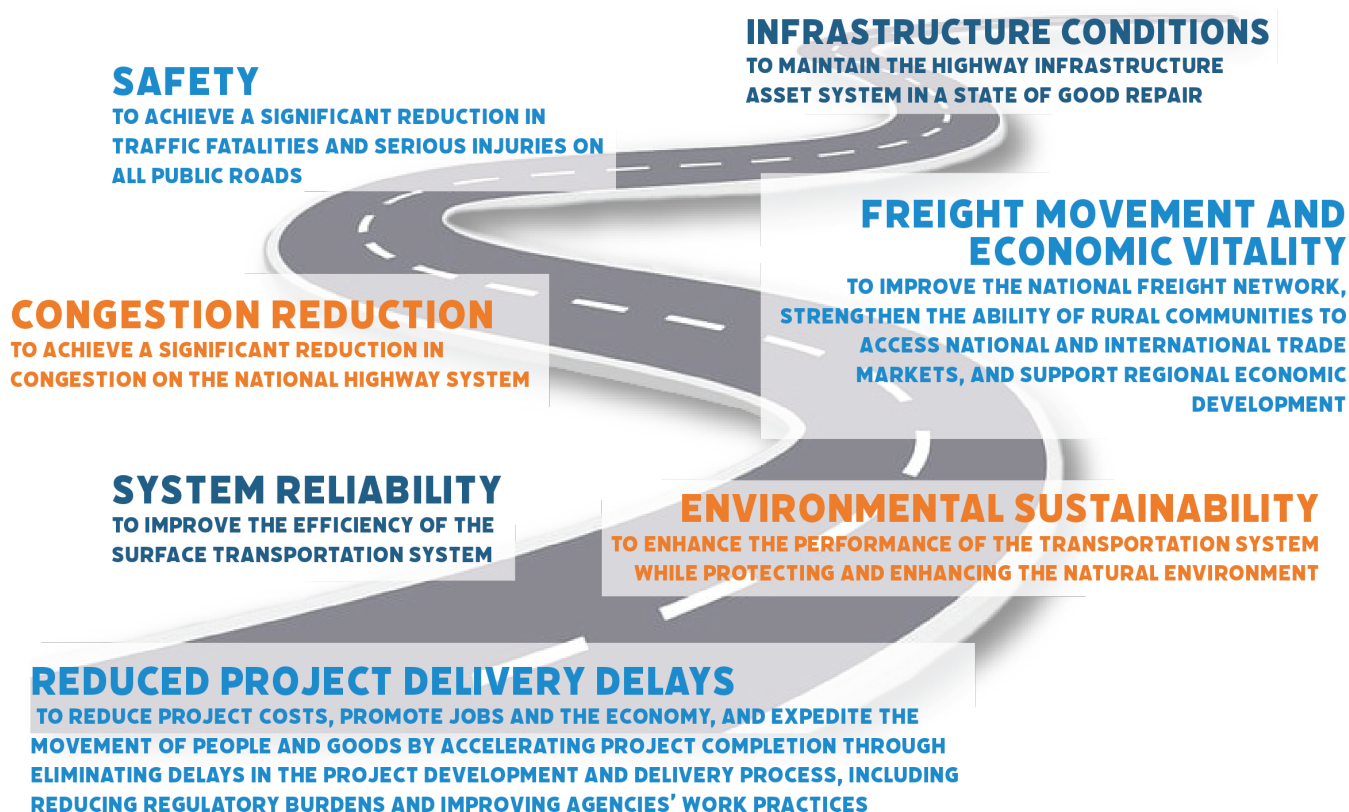
TPM Category	Performance Area	Performance Metric	Where the Metric Measured
PM1	Safety	Fatalities and Serious Injuries for motorized vehicles, bicyclist and pedestrians	Public roads
PM2	Infrastructure	Condition of pavement and bridges	National Highway System (NHS)
PM3	System Performance	Reliability of 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:



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 Report¹ 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.



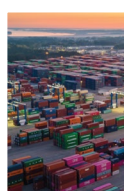
Continuing System Recovery



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.

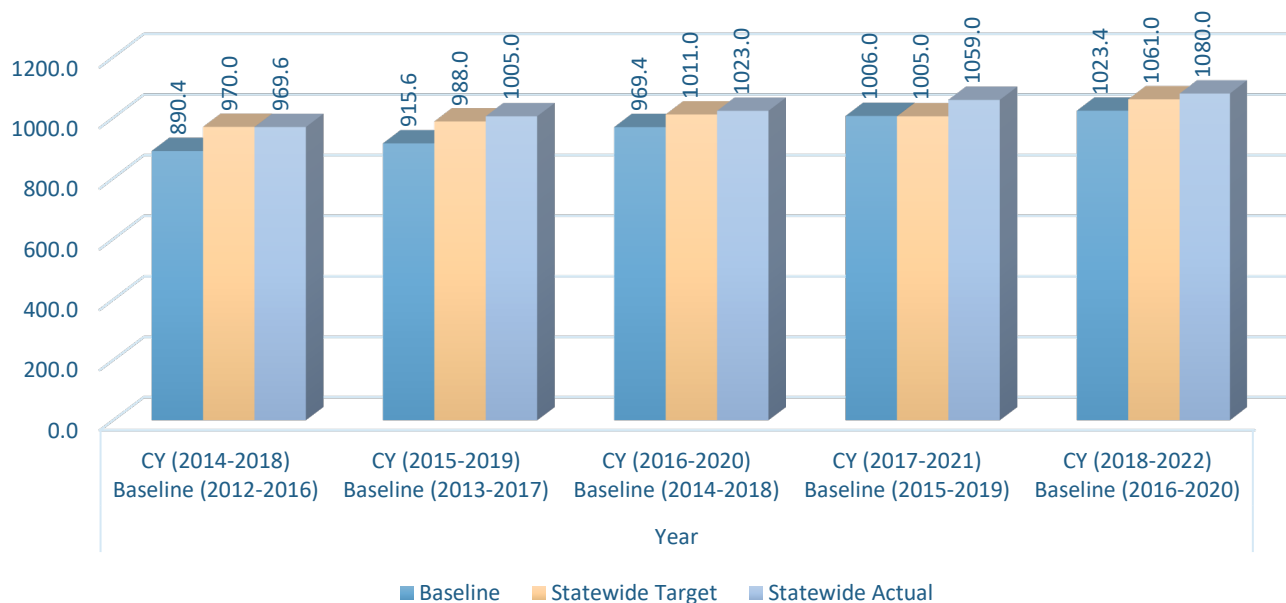
The performance measures are:

- 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)

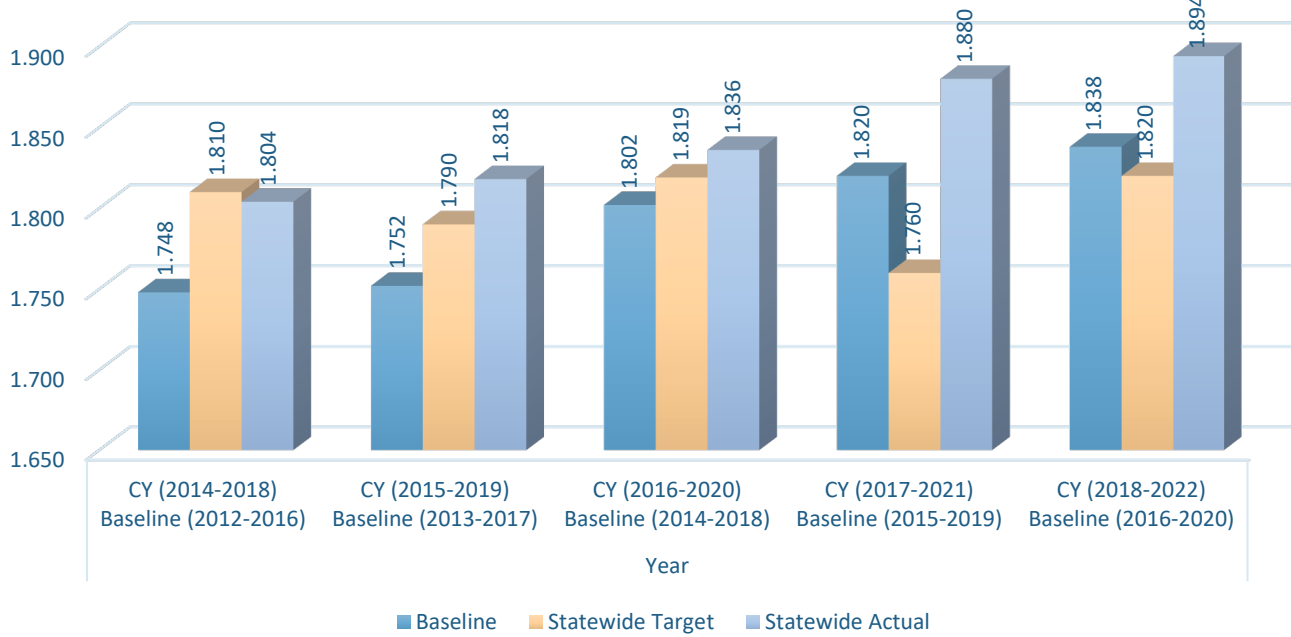


Figure 4. Number of Serious Injuries Statewide

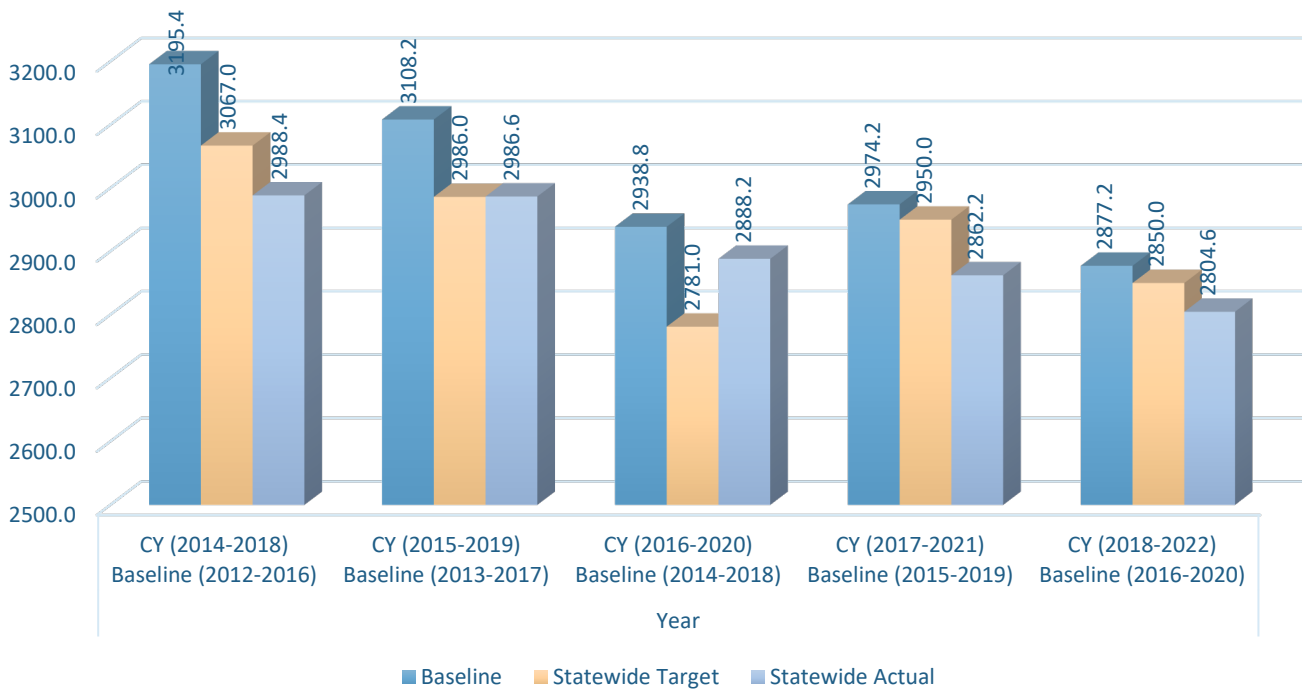


Figure 5. Rate of Serious Injuries Statewide (per 100 million VMT)

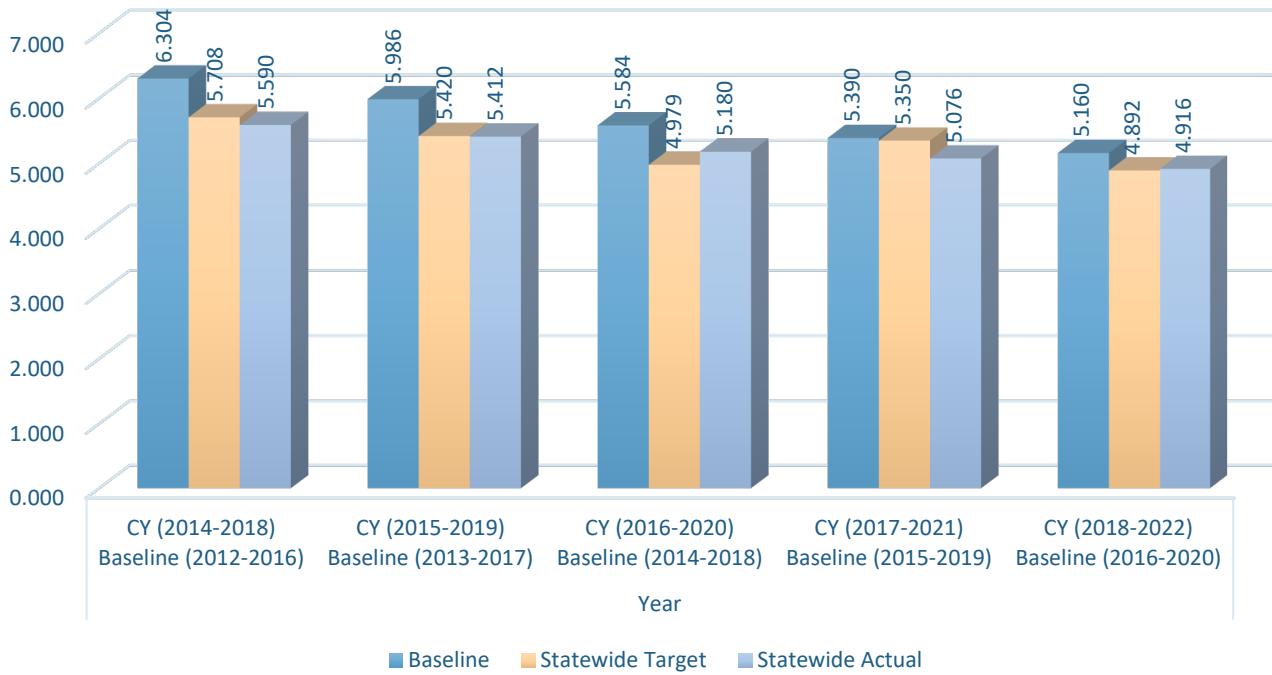
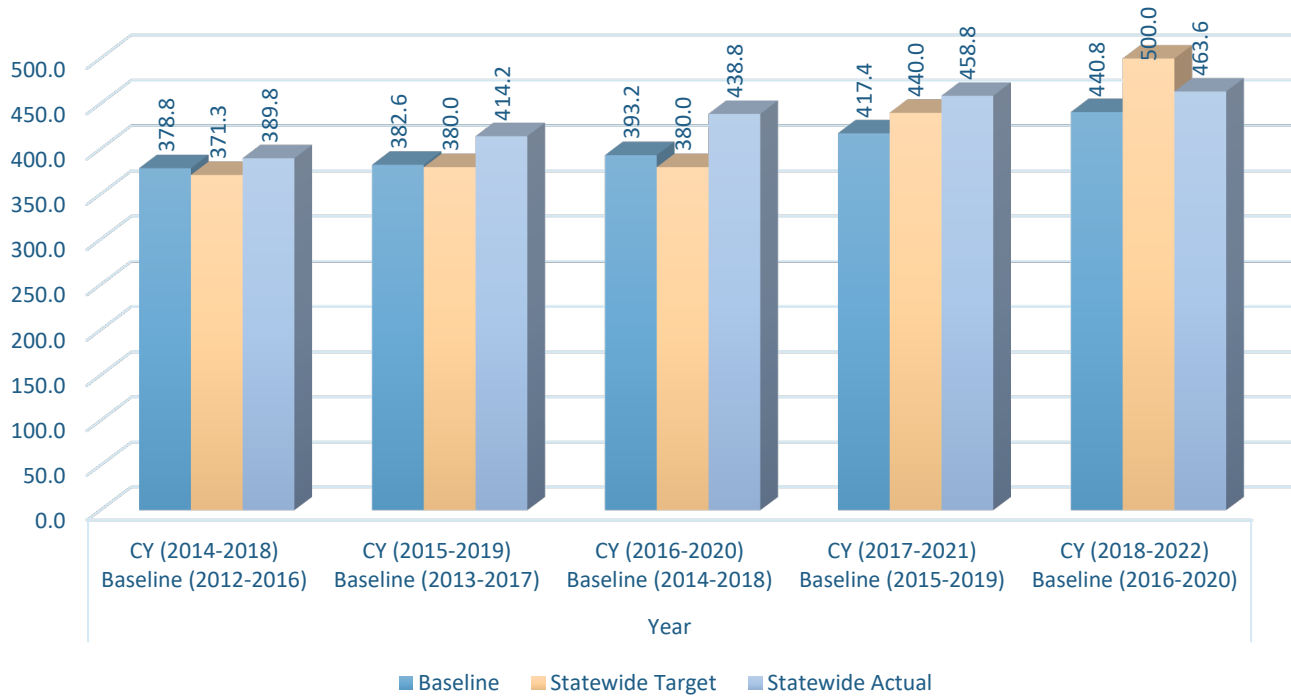
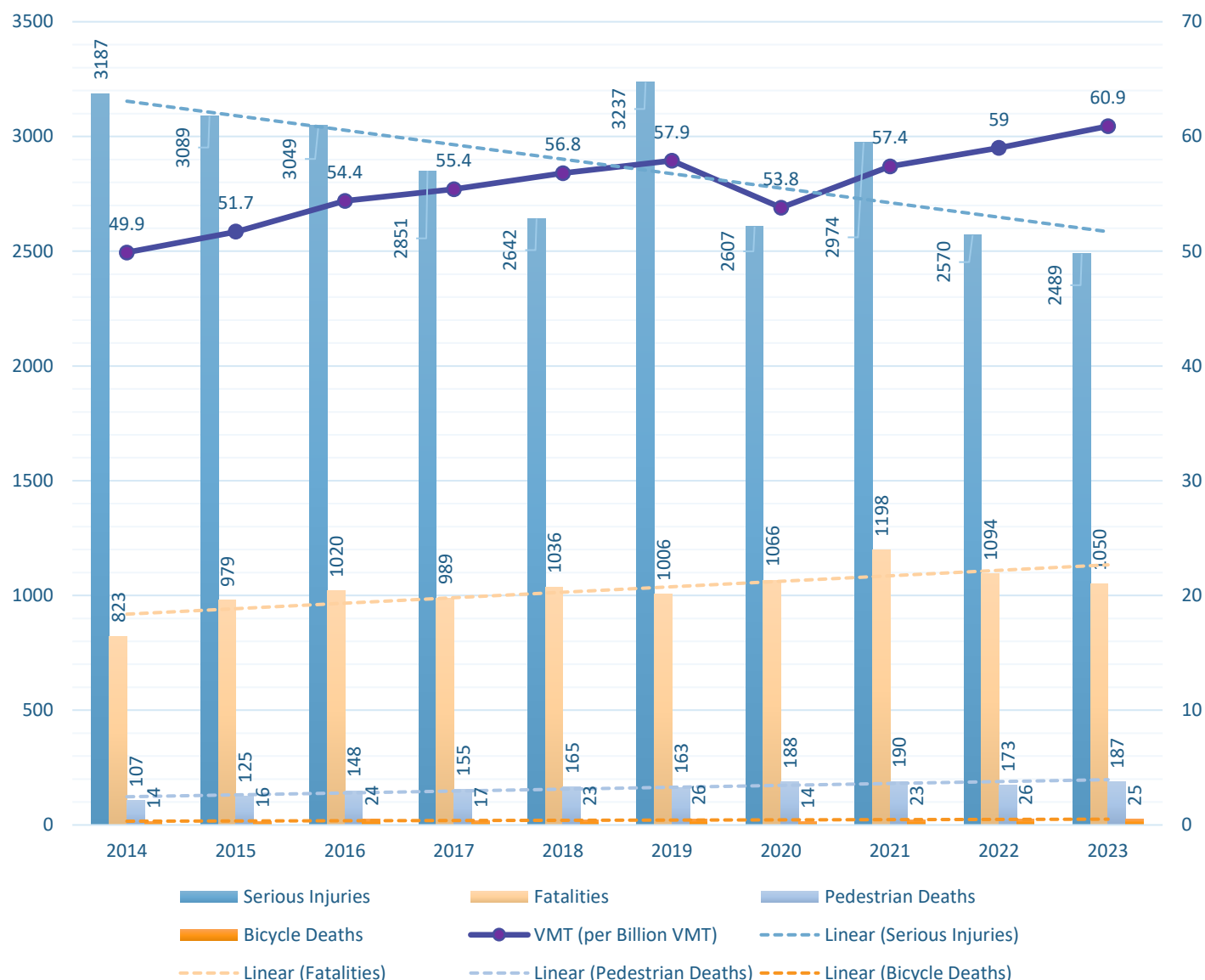


Figure 6. Number of Non-Motorized Fatalities and Serious Injuries Statewide



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)

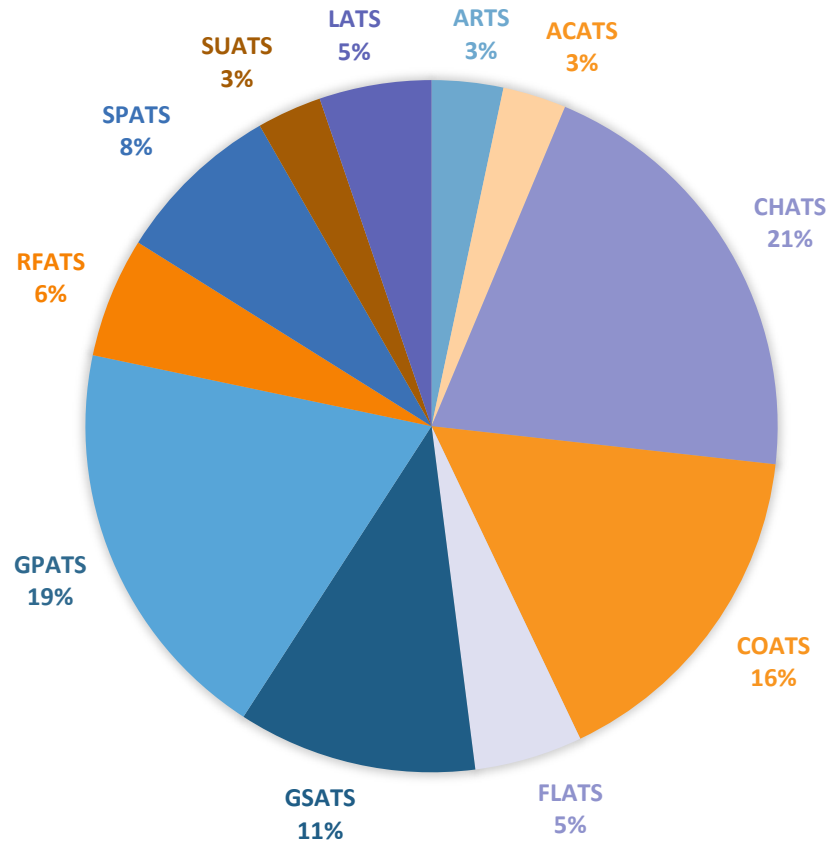


Figure 9. MPO Fatality and Serious Injury Rates (2019-2023)

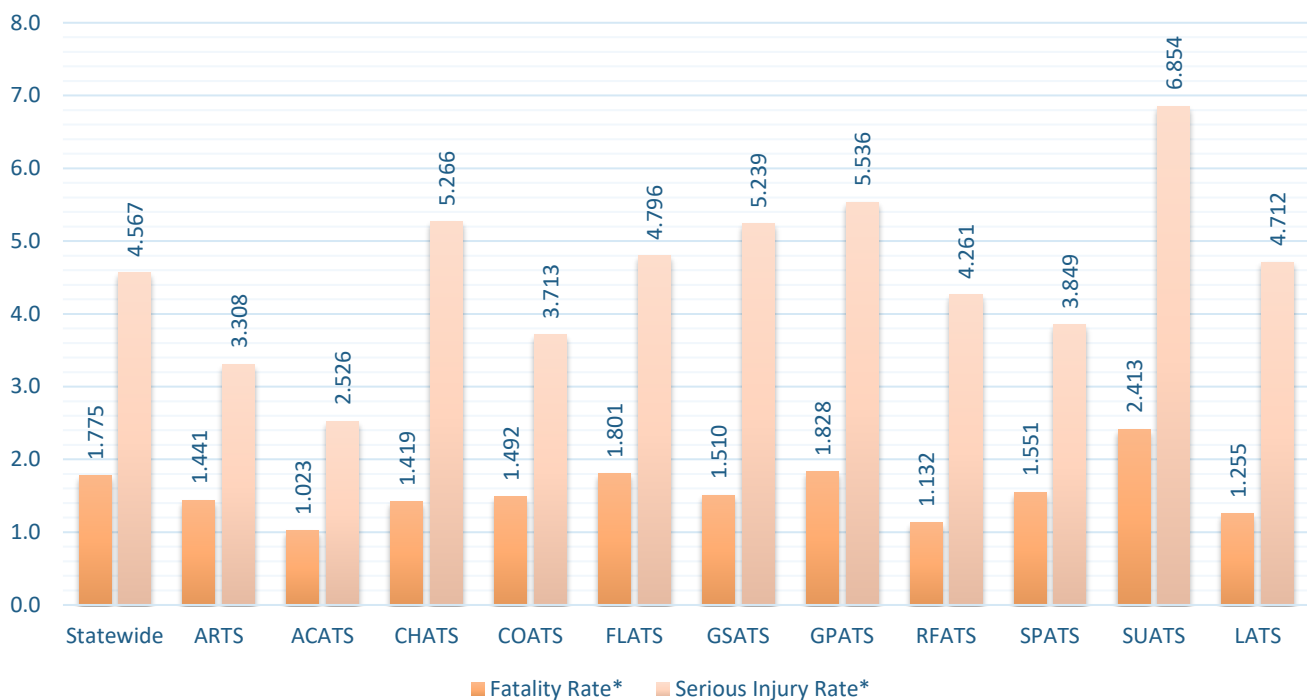


Figure 10. COG Share of Fatal and Serious Injuries (2019-2023)

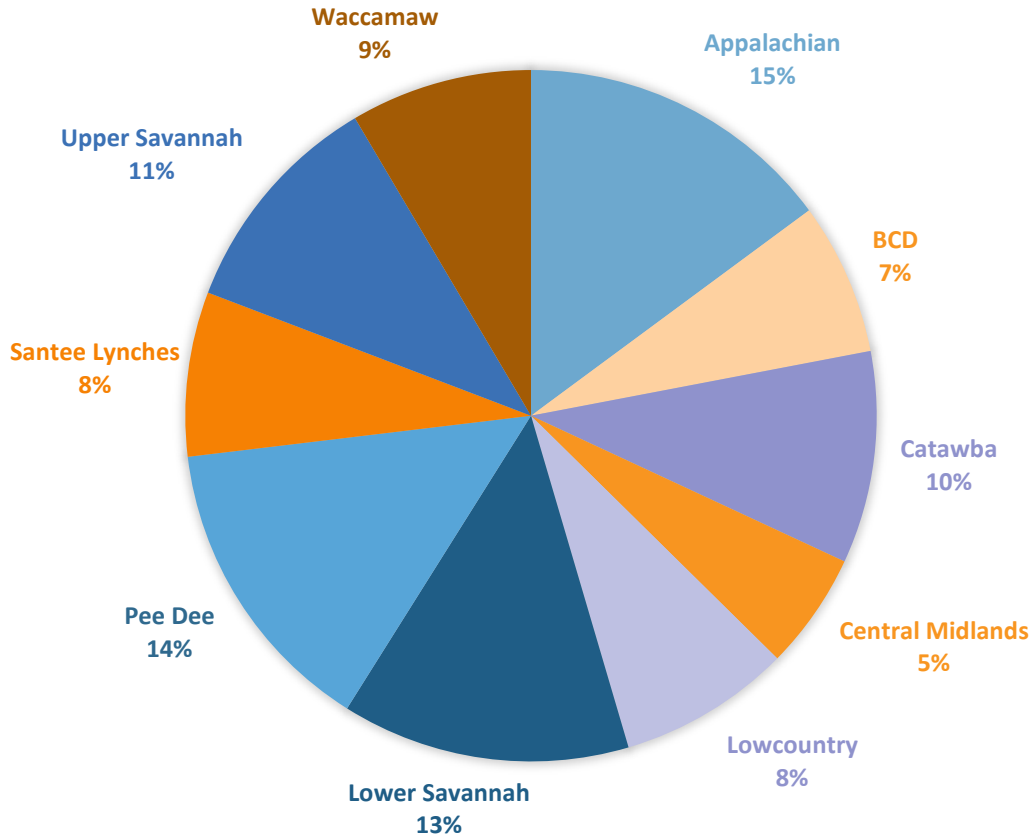
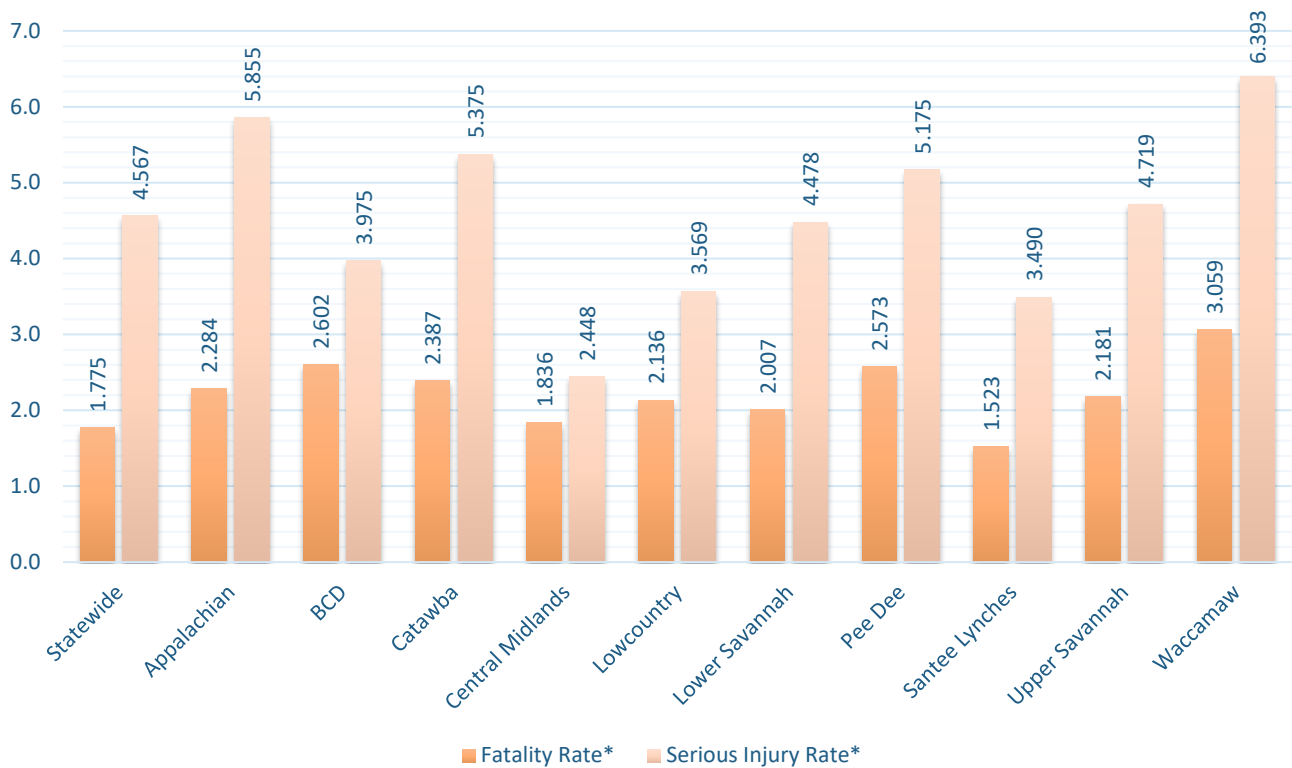


Figure 11. COG Fatality and Serious Injury Rates (2019-2023)



PM2 STATEWIDE PAVEMENT CONDITION

SCDOT has made measureable and positive progress implementing the strategic priorities of the STAMP that are key to aligning with SCDOT's 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

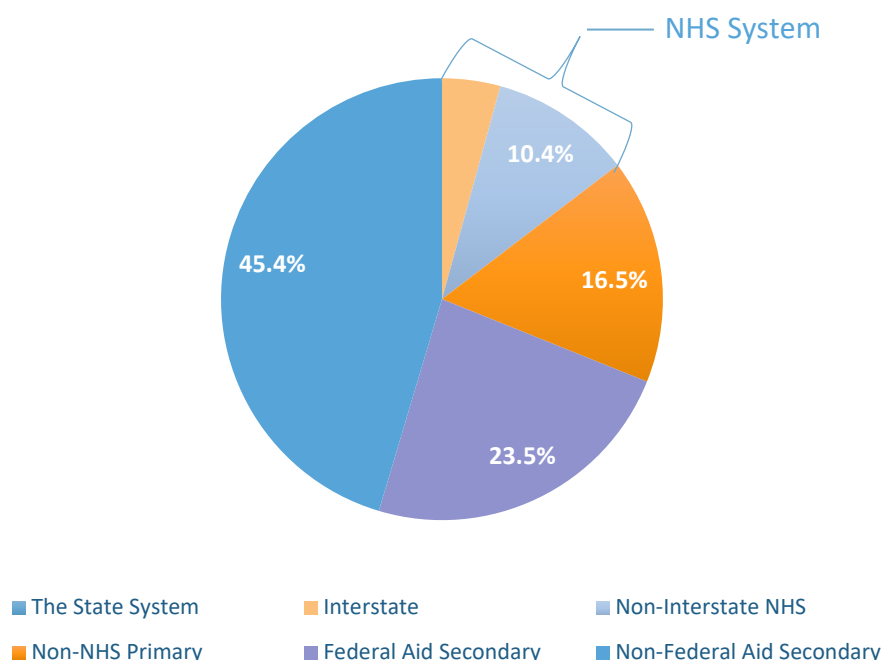


Figure 13. Interstate Pavements in Good Condition (Federal Metric)

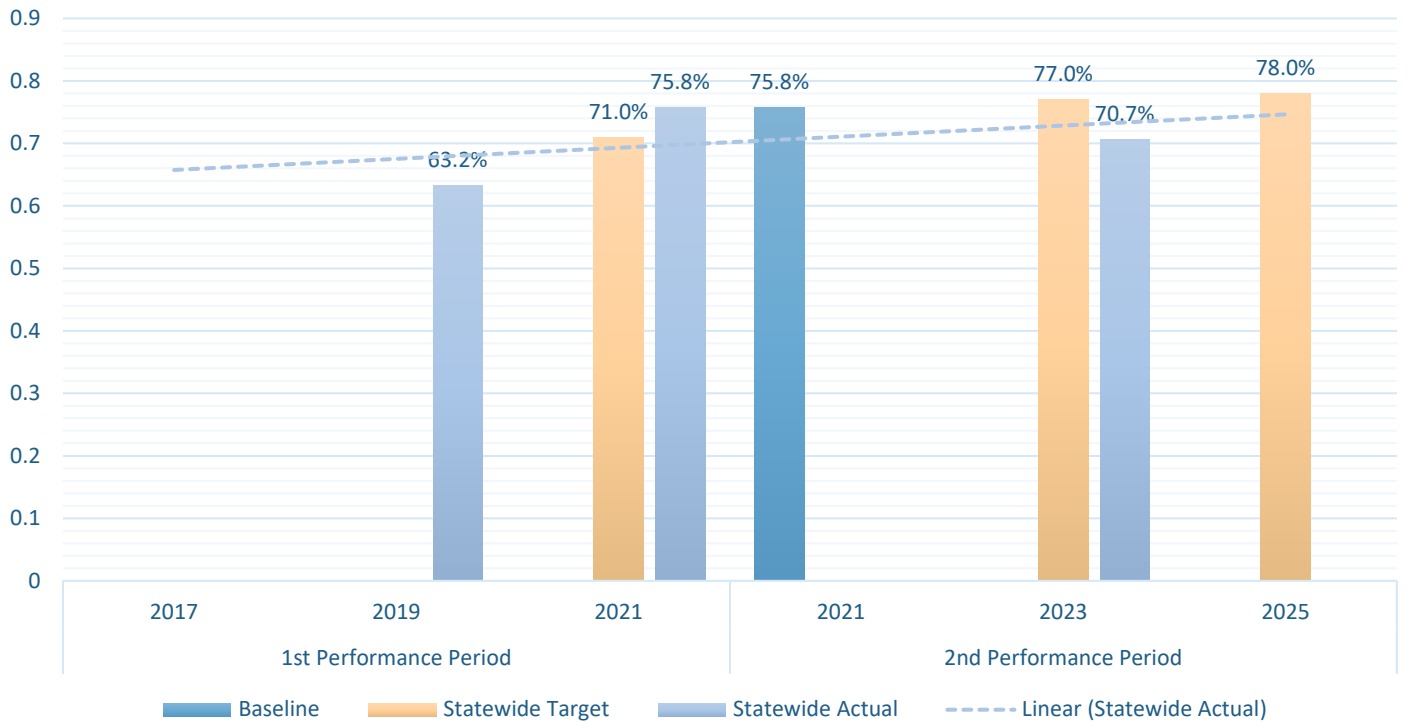


Figure 14. Interstate Pavements in Poor Condition (Federal Metric)

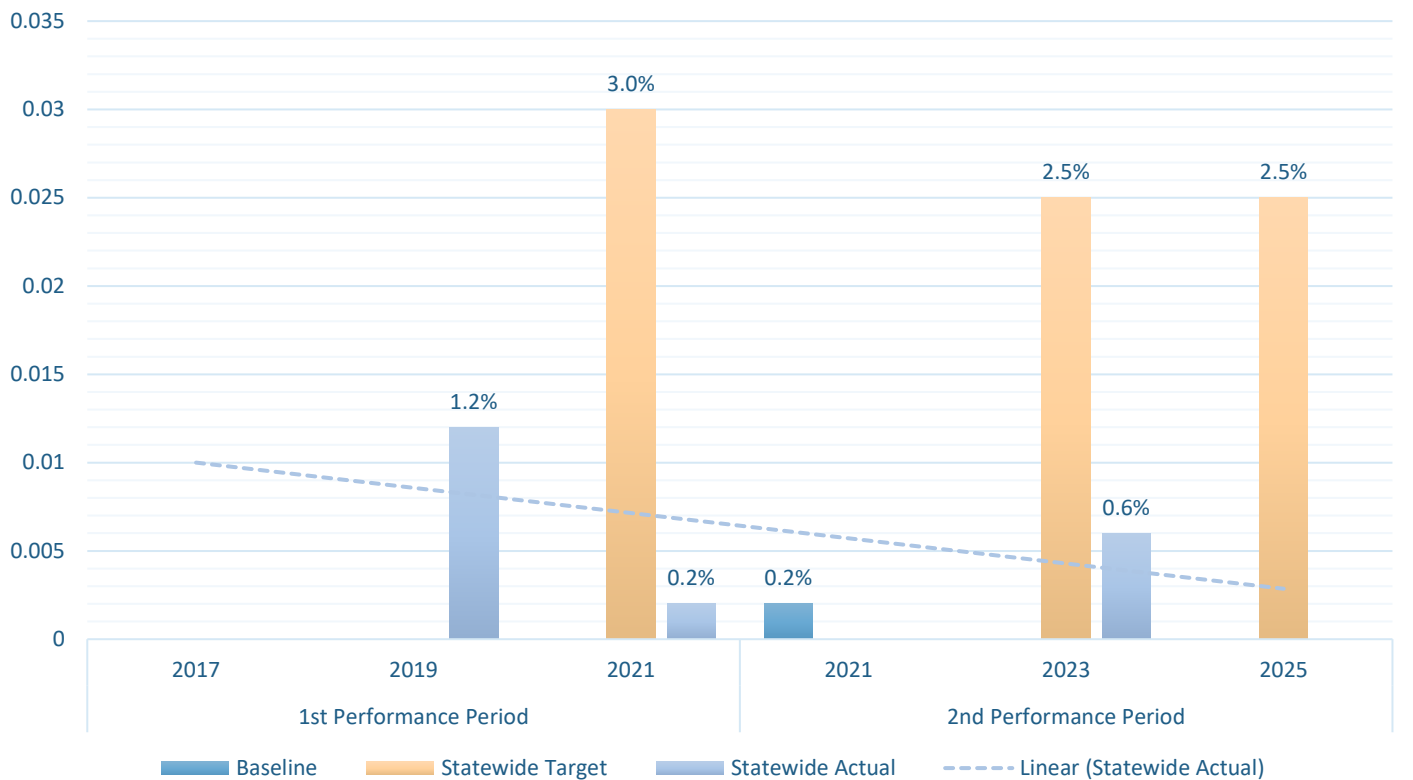


Figure 15. Non-Interstate NHS Pavements in Good Condition (Federal Metric)

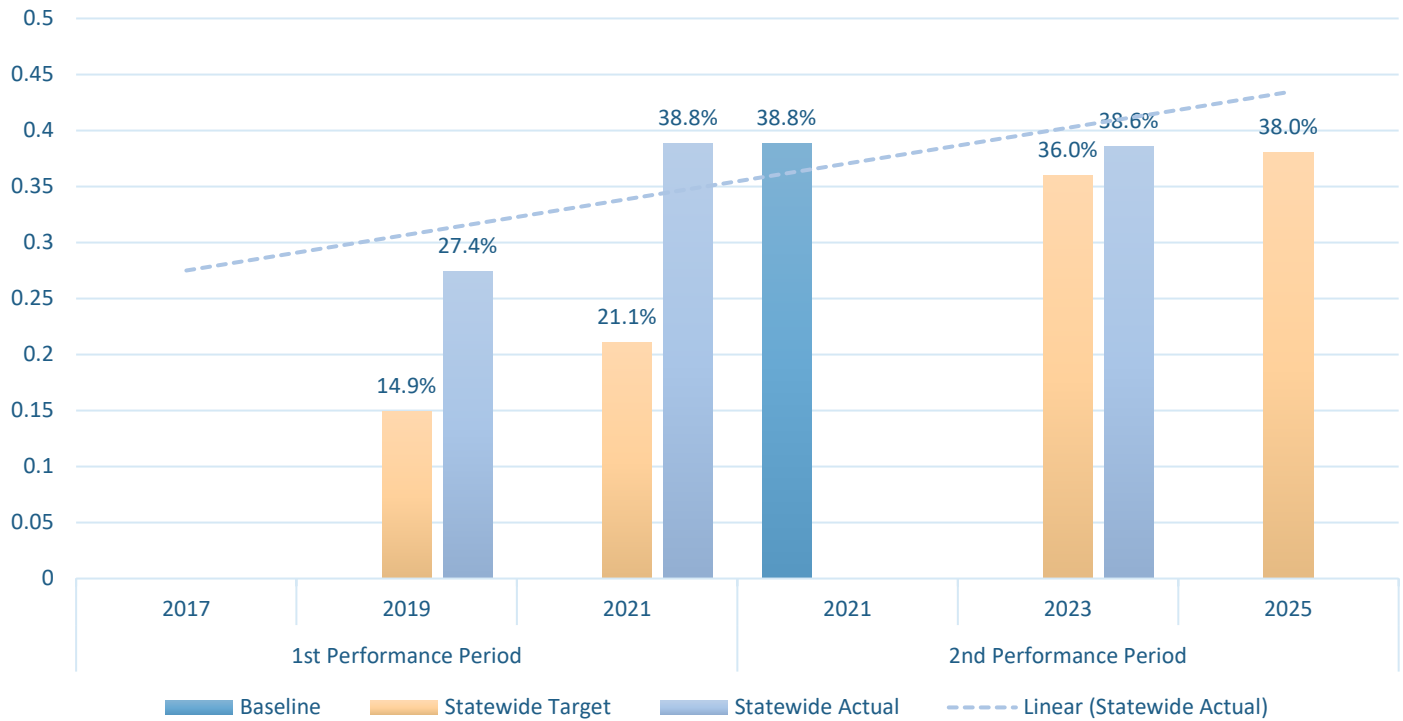
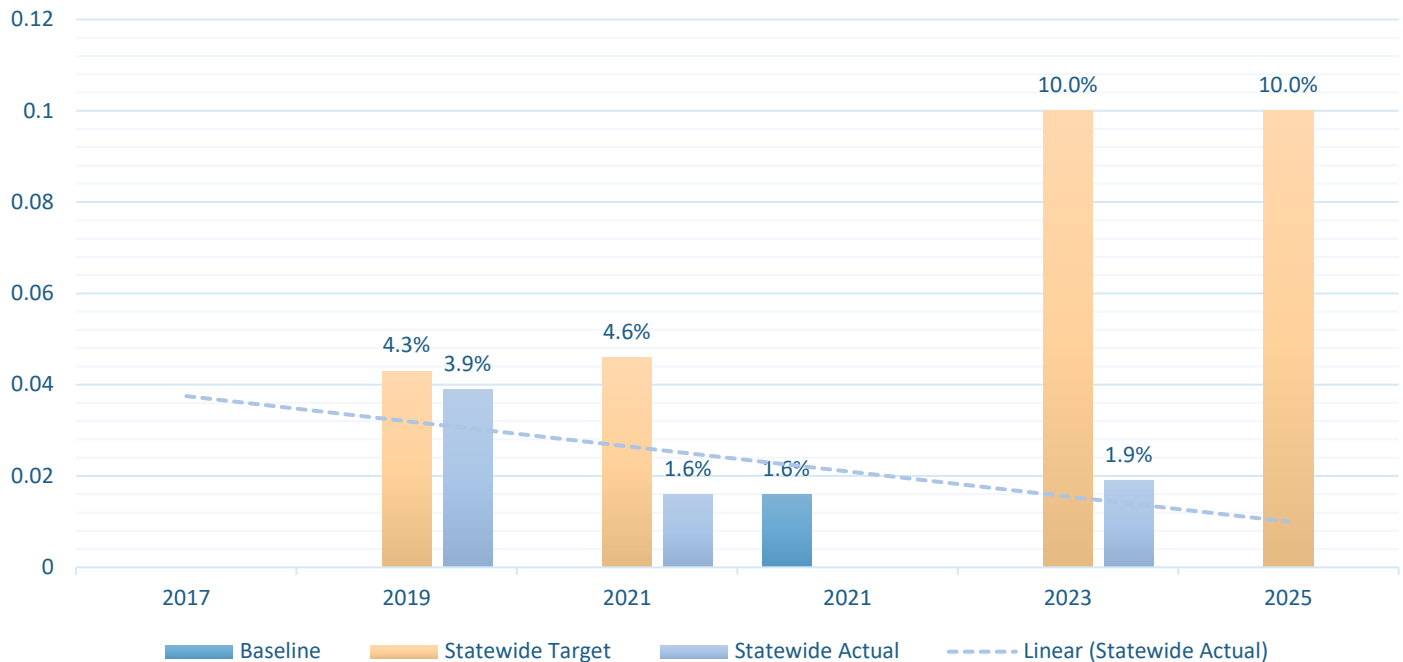


Figure 16. Non-Interstate NHS Pavements in Poor Condition (Federal Metric)



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

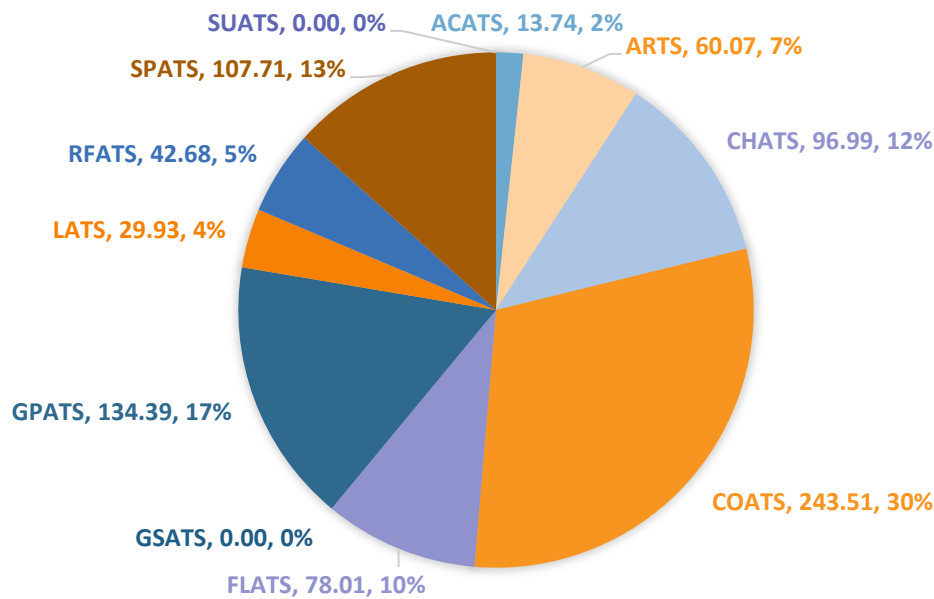


Figure 18. MPO Non-Interstate NHS Centerline Miles and Percentage

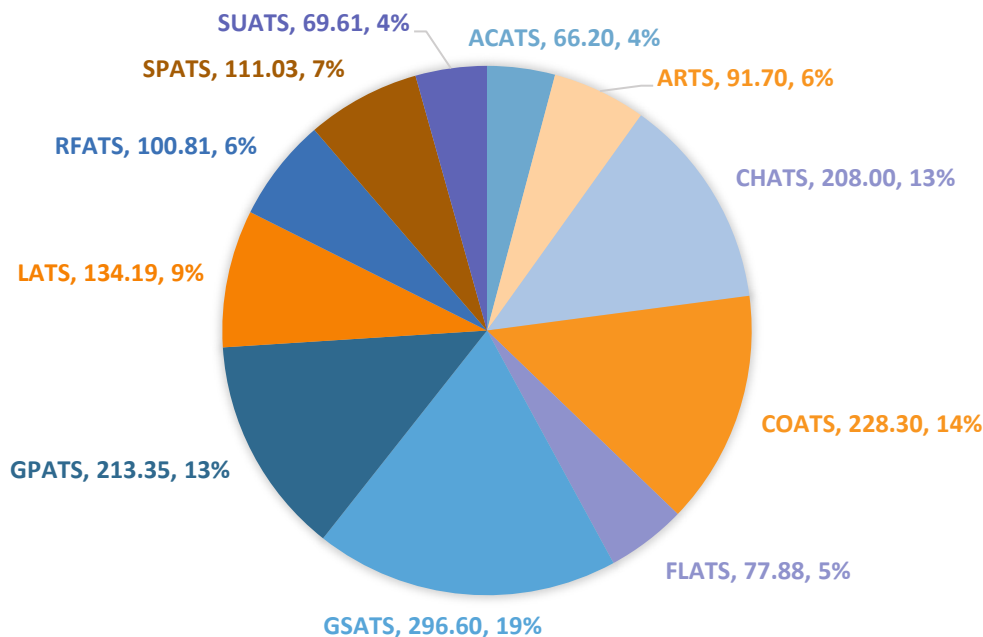


Figure 19. MPO Interstate Pavements in Good Condition (PQI)

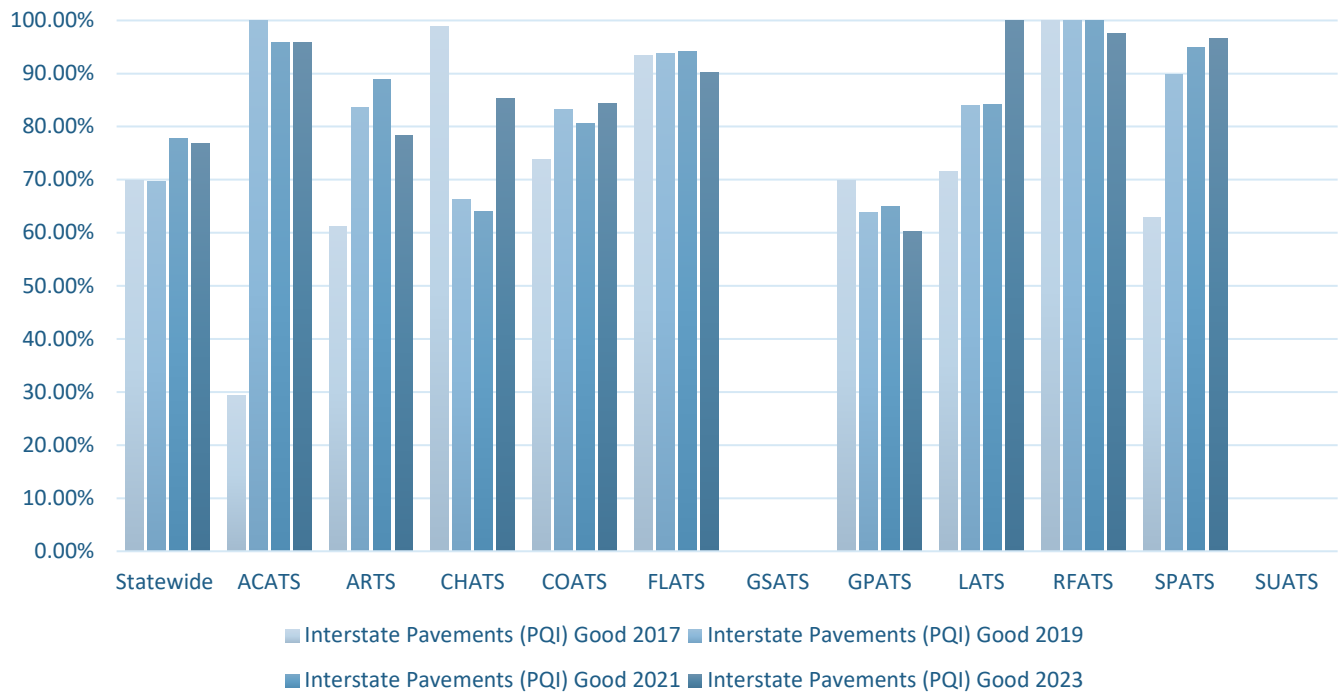


Figure 20. MPO Interstate Pavements in Poor Condition (PQI)

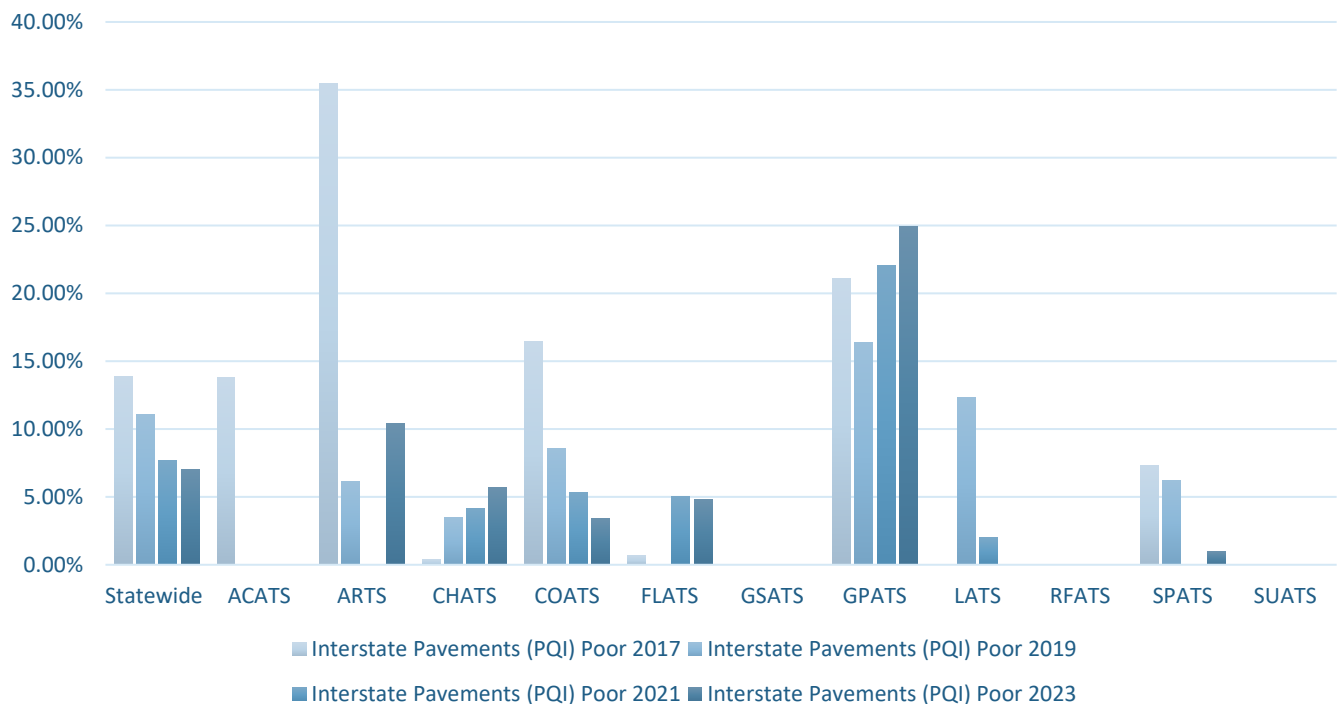


Figure 21. MPO Non-Interstate NHS Pavements in Good Condition (PQI)

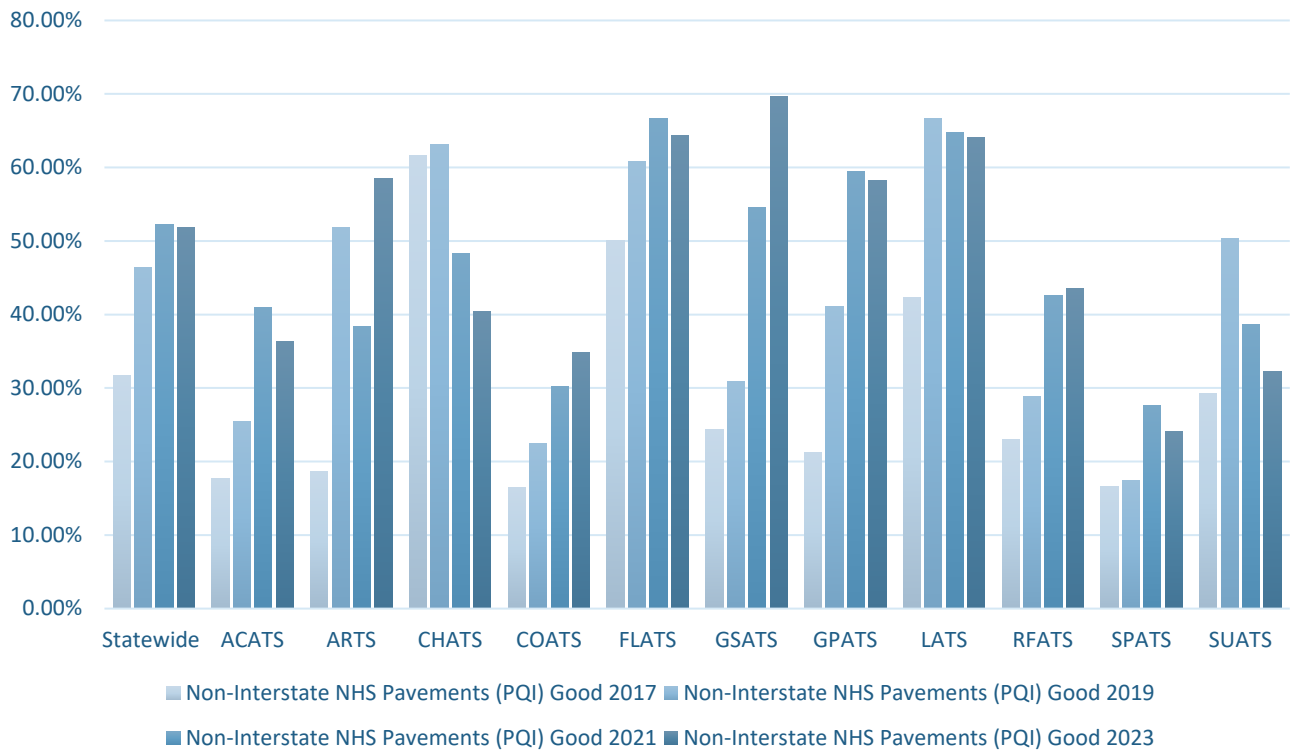


Figure 22. MPO Non-Interstate NHS Pavements in Poor Condition (PQI)

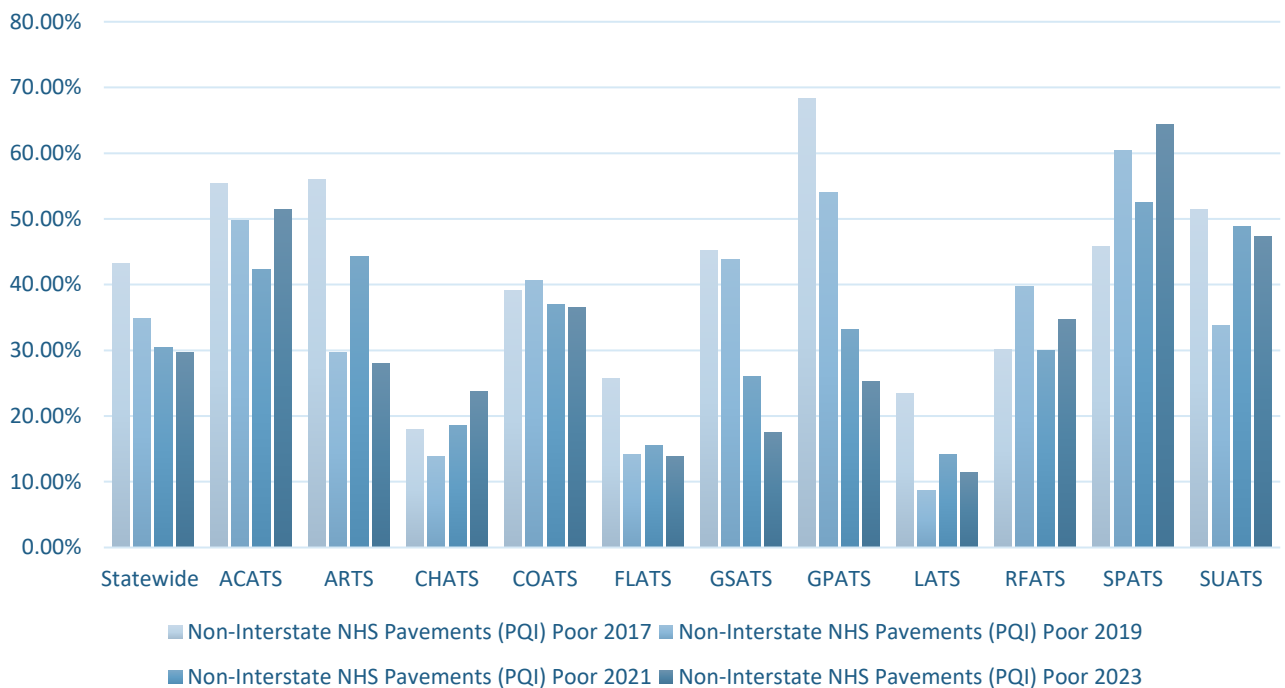


Figure 23. COG Interstate Centerline Miles and Percentage

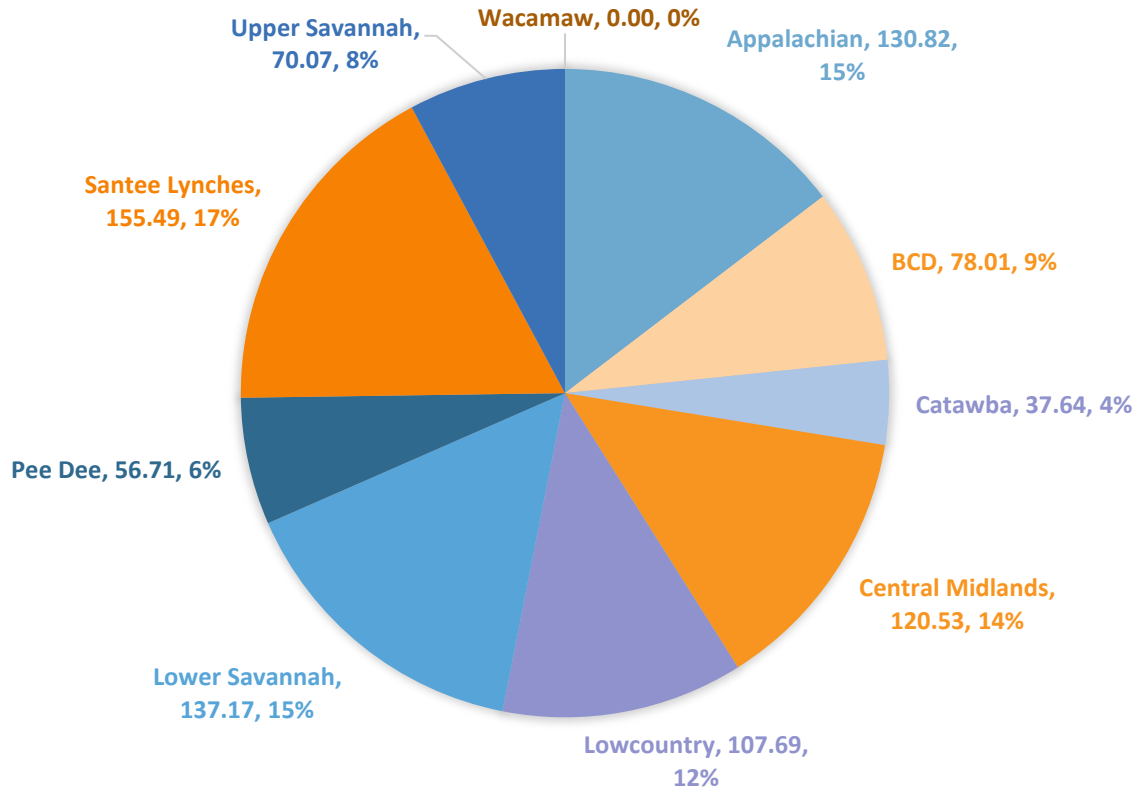


Figure 24. COG Non-Interstate NHS Centerline Miles and Percentage

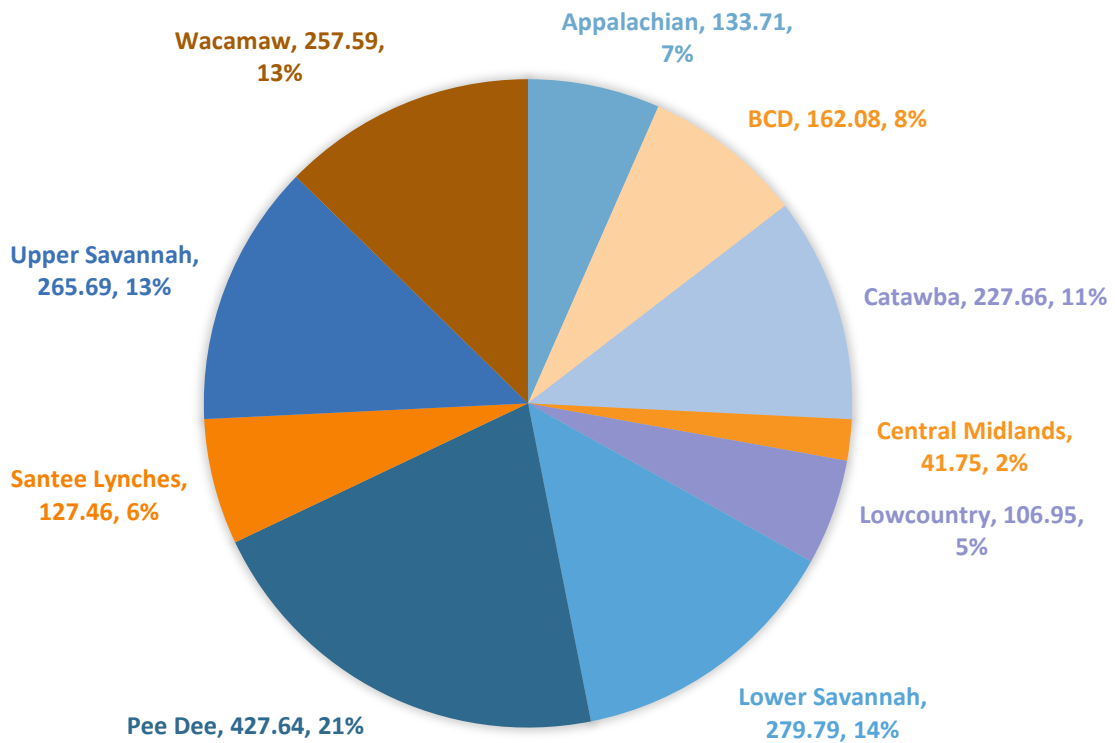


Figure 25. COG Interstate Pavements in Good Condition (PQI)

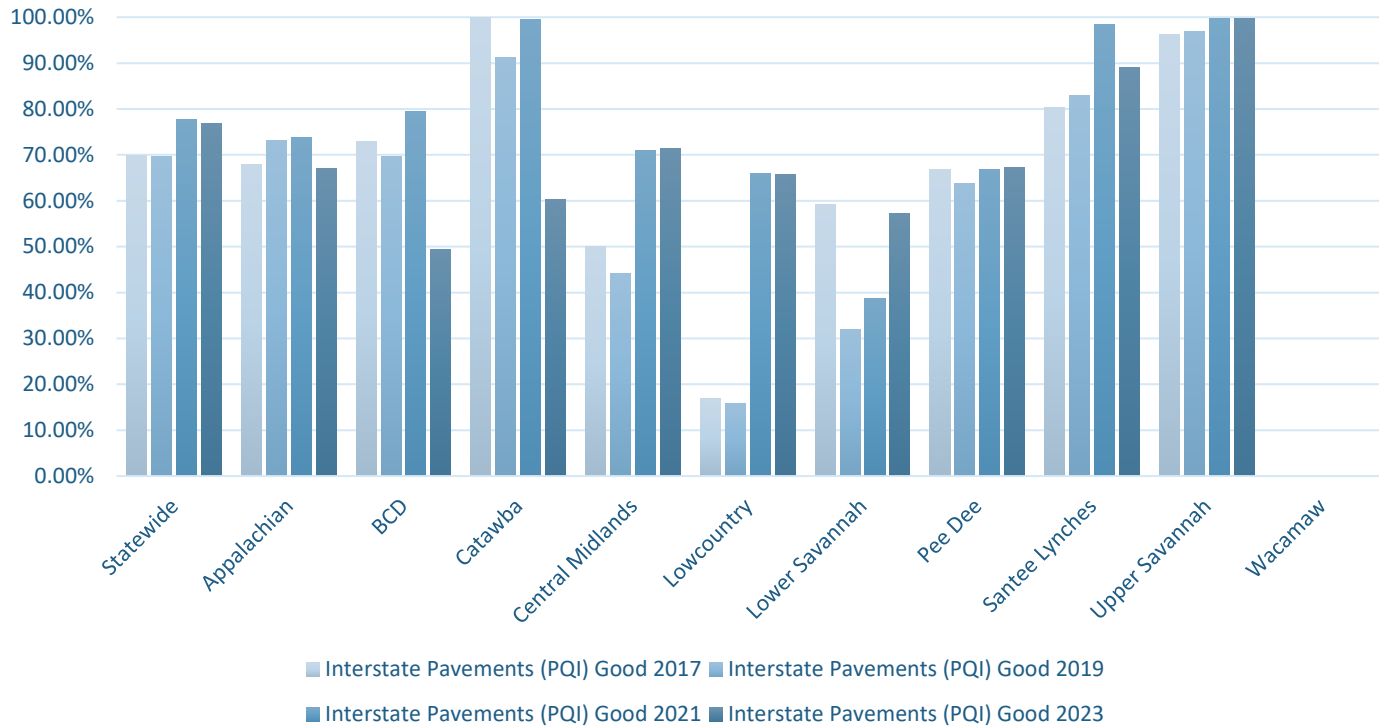


Figure 26. COG Interstate Pavements in Poor Condition (PQI)

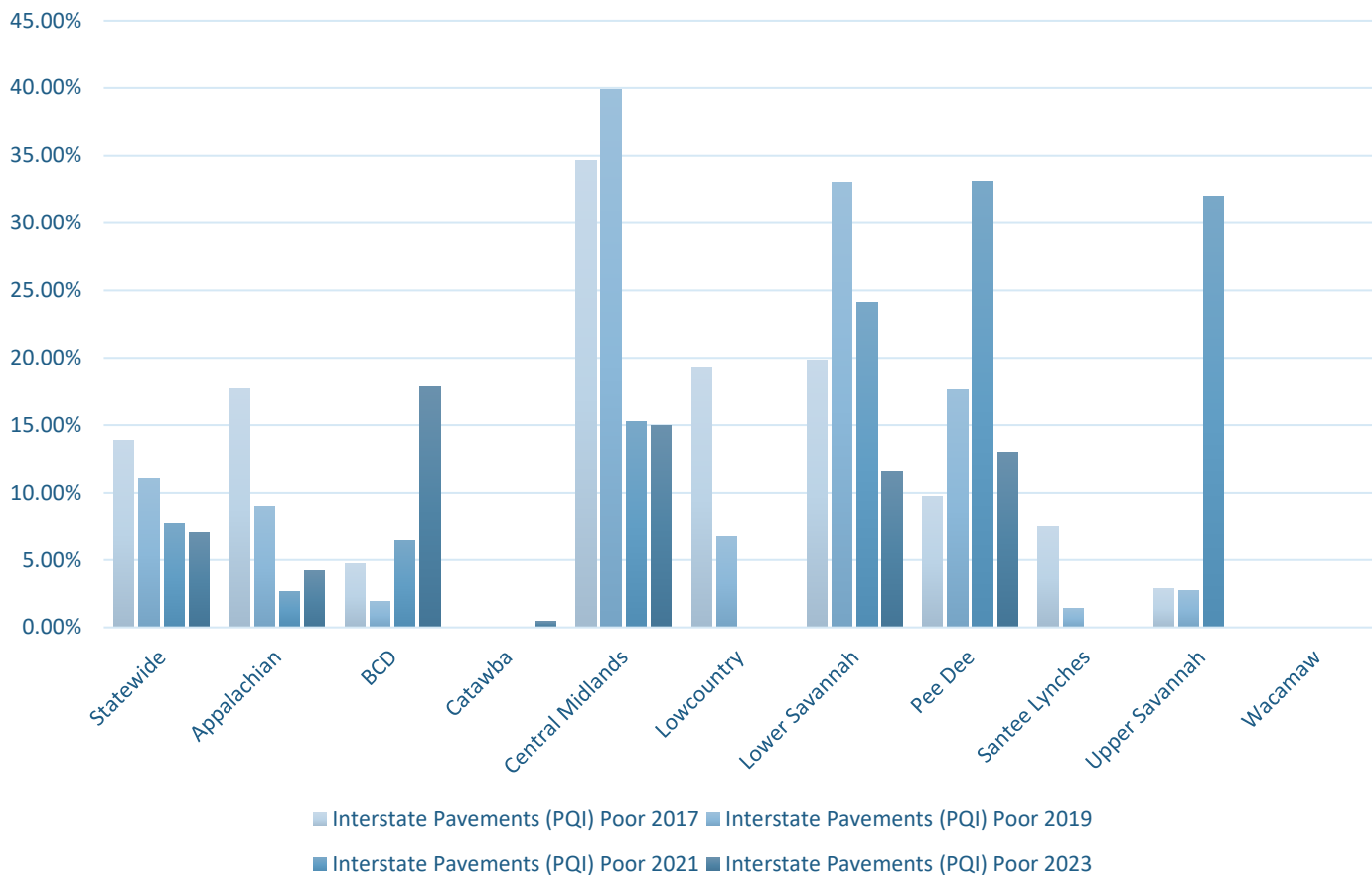


Figure 27. COG Non-Interstate NHS Pavements in Good Condition (PQI)

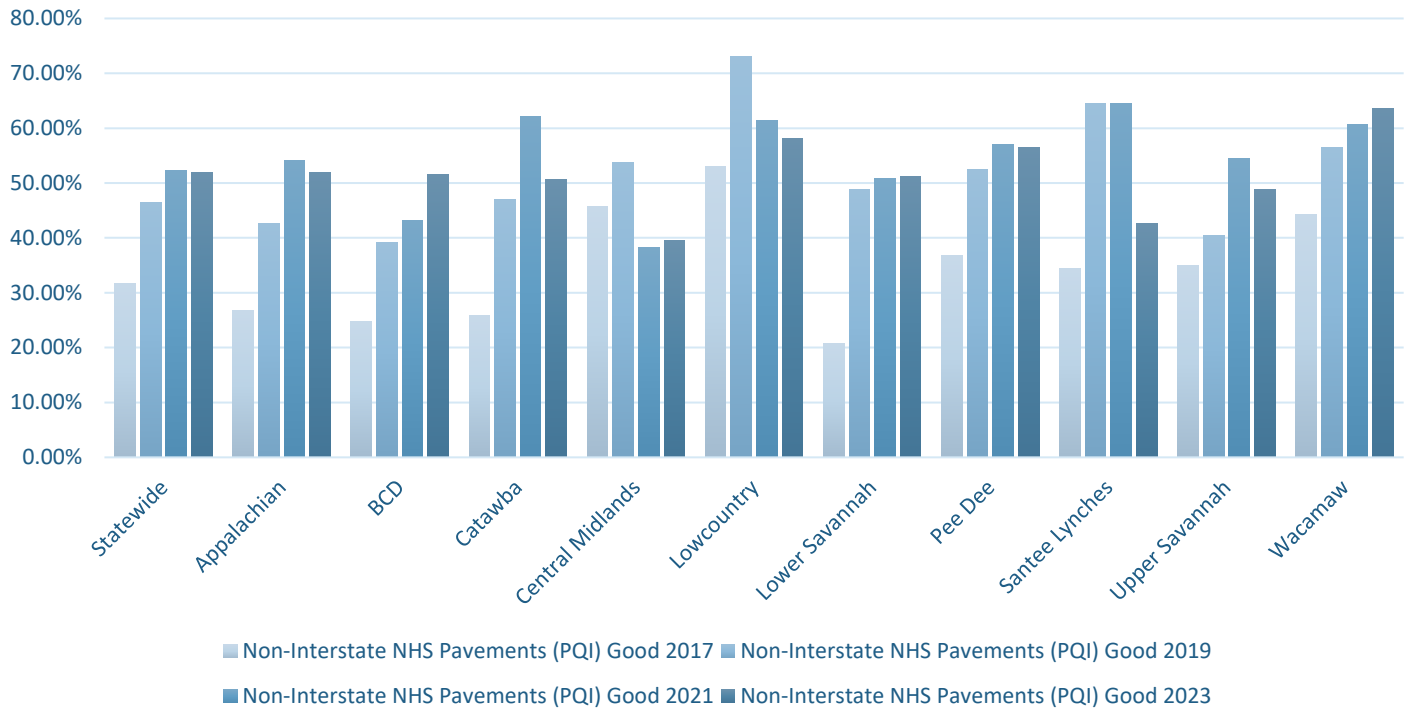
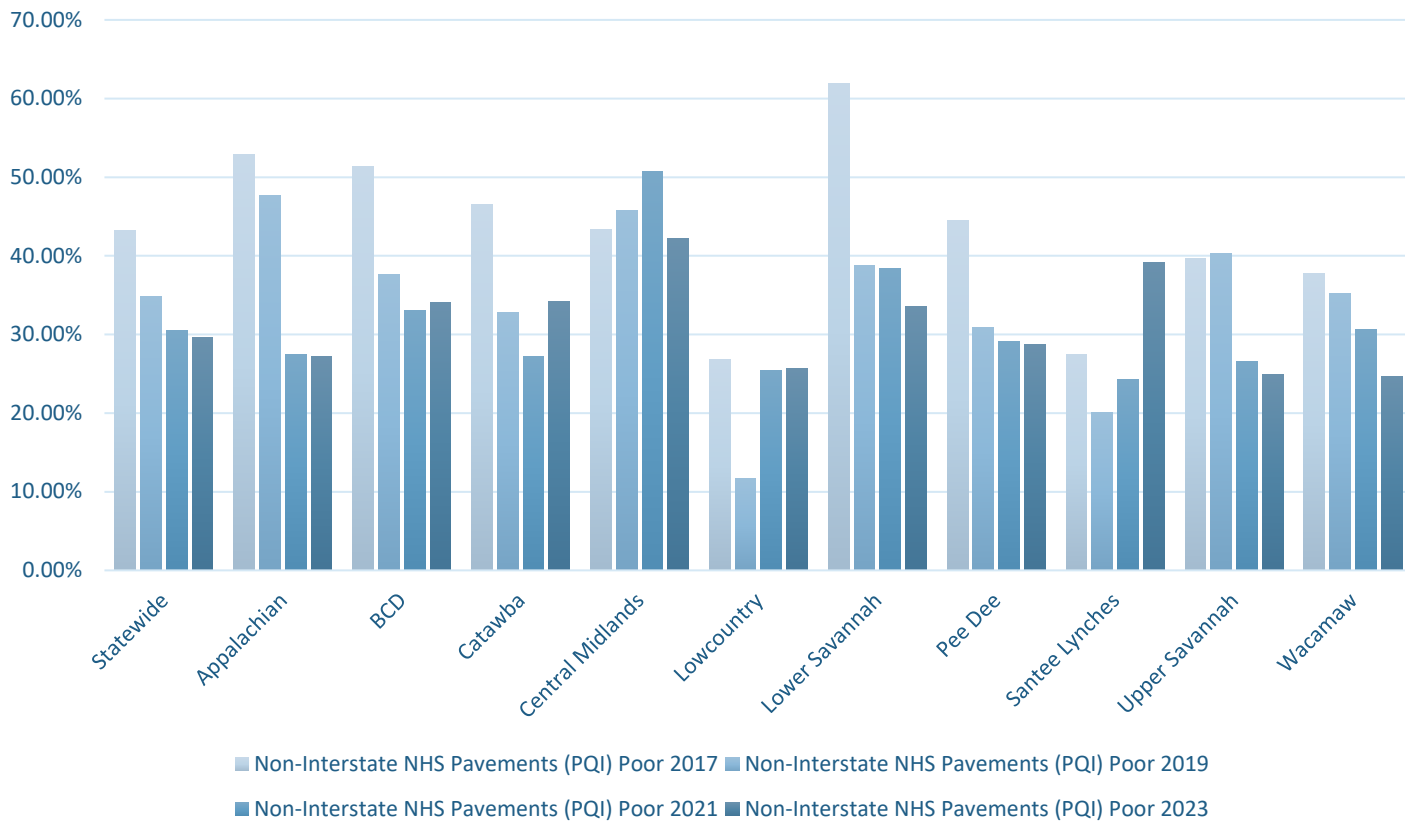


Figure 28. COG Non-Interstate NHS Pavements in Poor Condition (PQI)



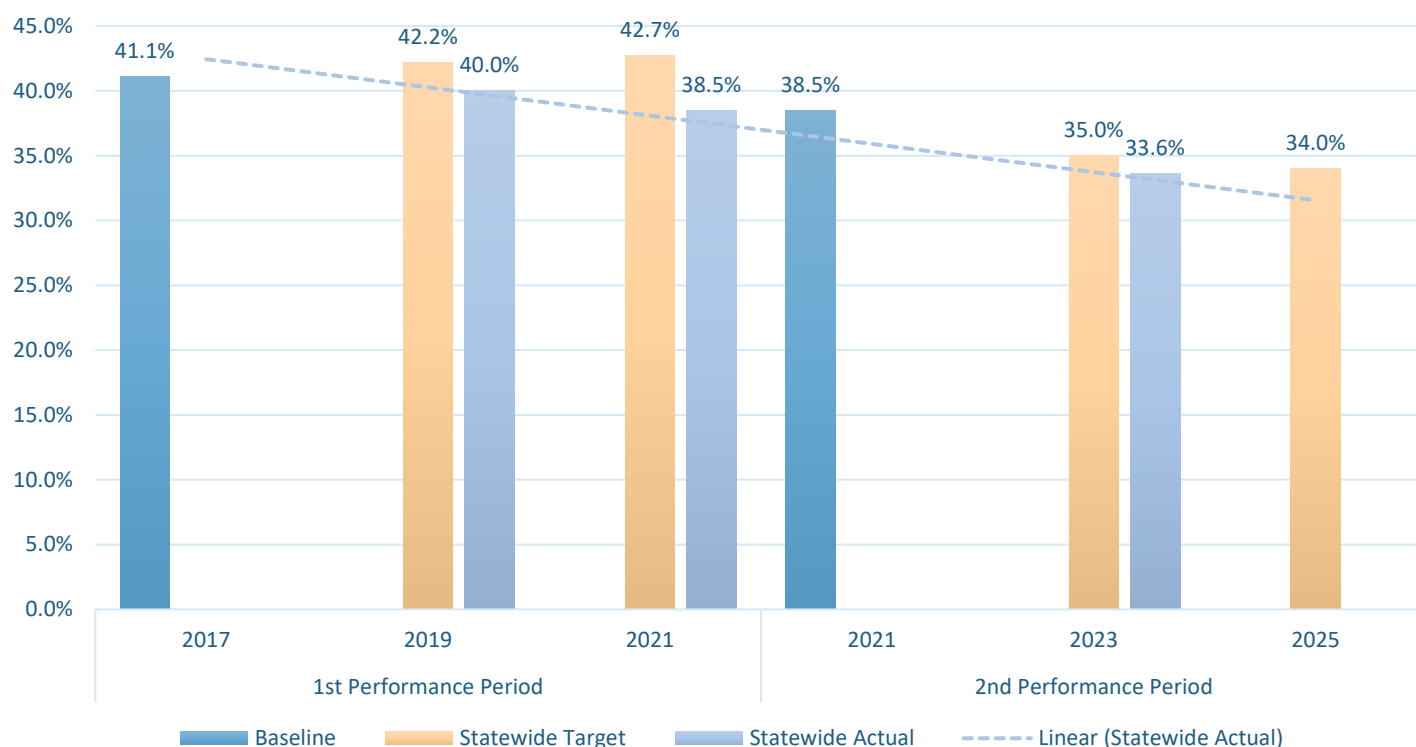
PM-2 STATEWIDE BRIDGE CONDITION

SCDOT's Bridge Program was completely restructured in the middle of SFY 2022, changes to the program are detailed in the 2022 STAMP⁶ 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.

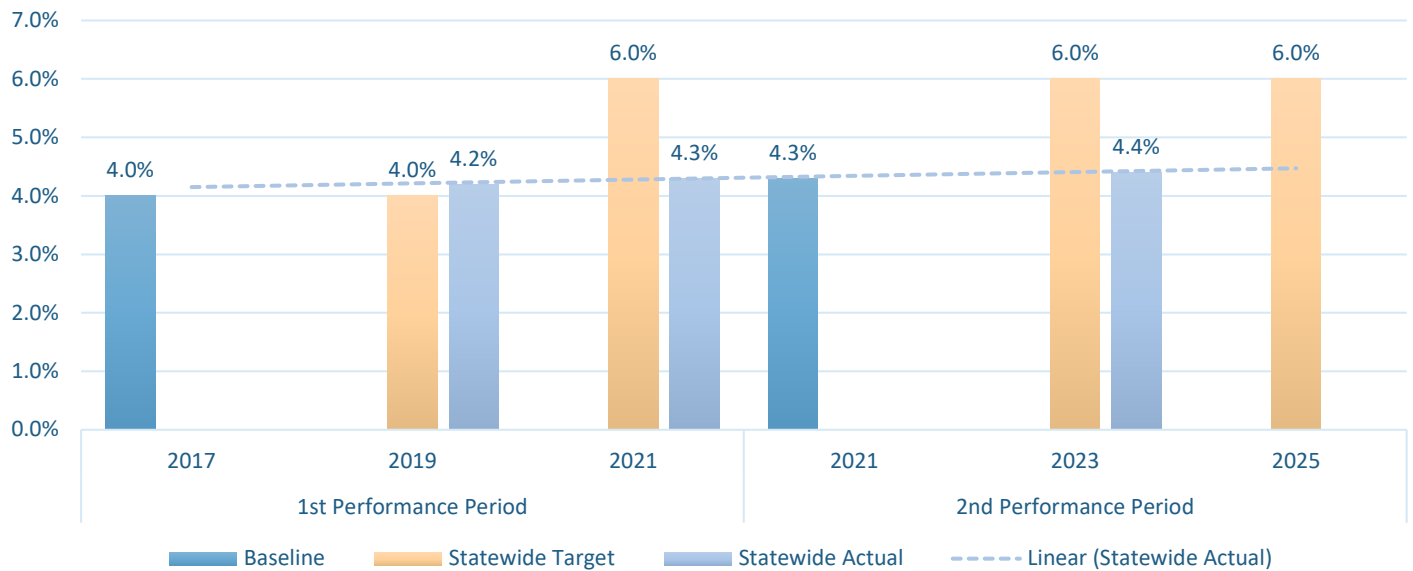
The National Highway System (NHS) in South Carolina includes 1,780 bridges, approximately 22% of the total SCDOT inventory of about 8,445 bridges

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

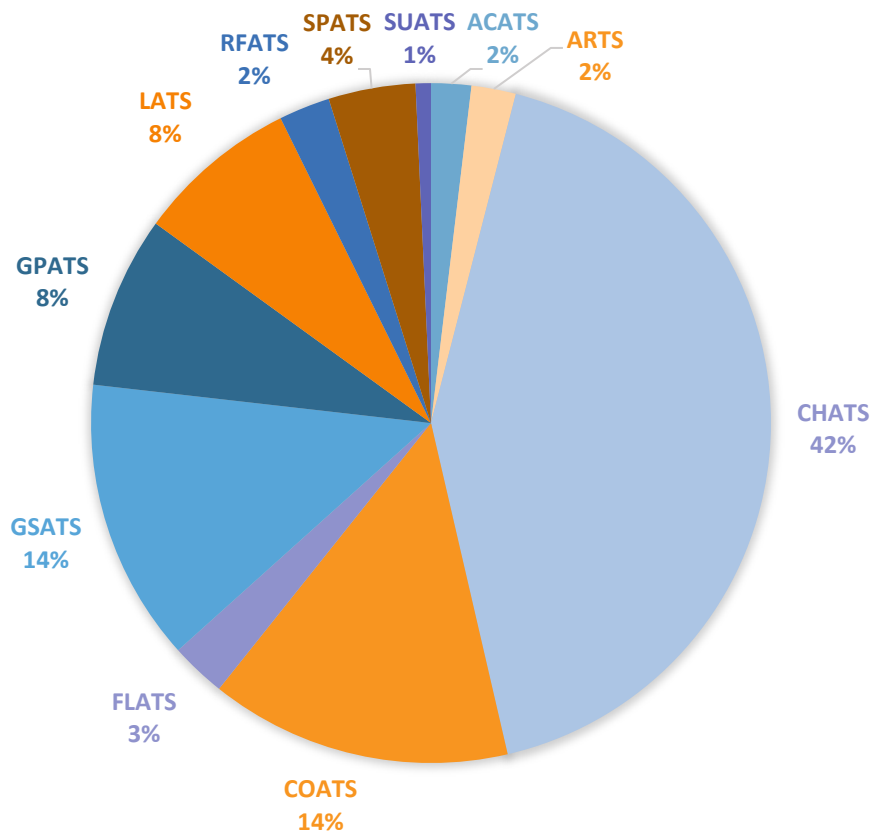


Figure 32. MPO NHS Bridges in Good Condition (SF Deck Area)

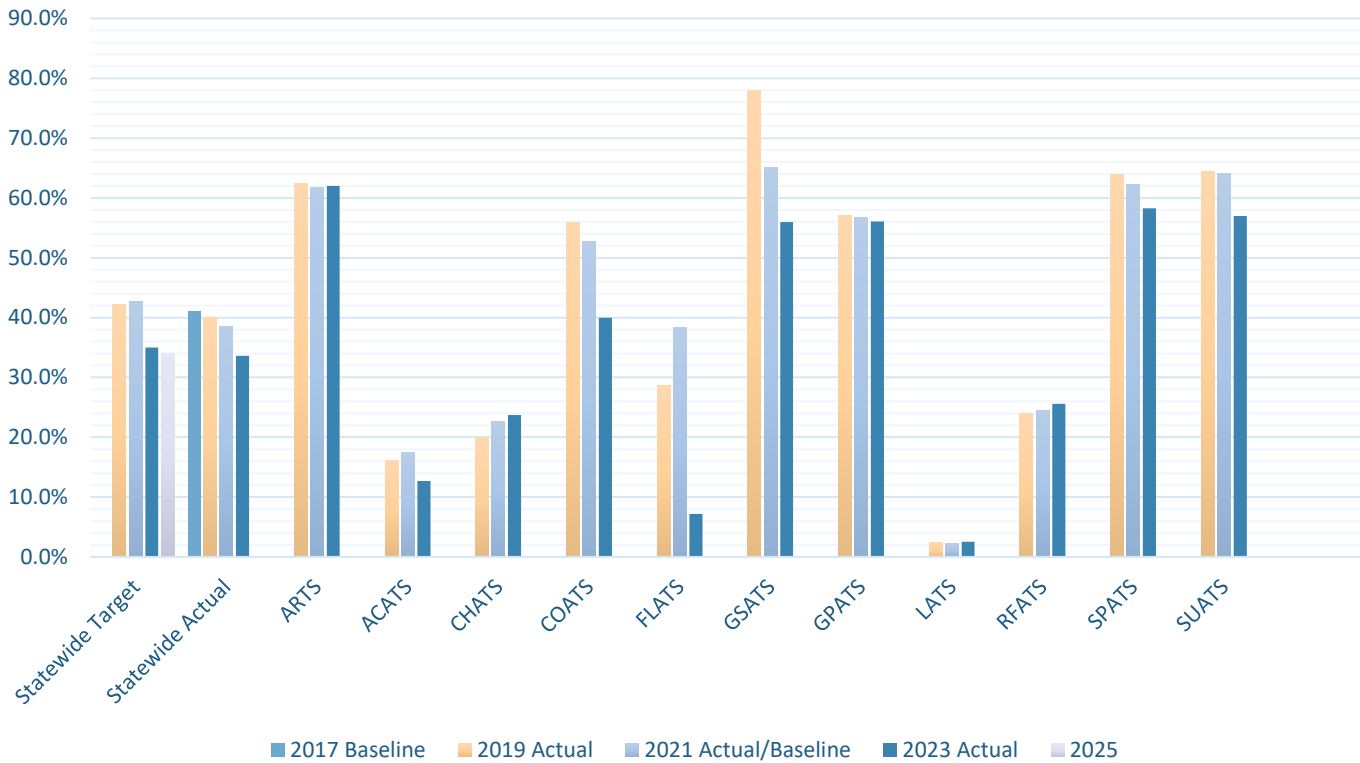


Figure 33. MPO NHS Bridges in Poor Condition (SF Deck Area)

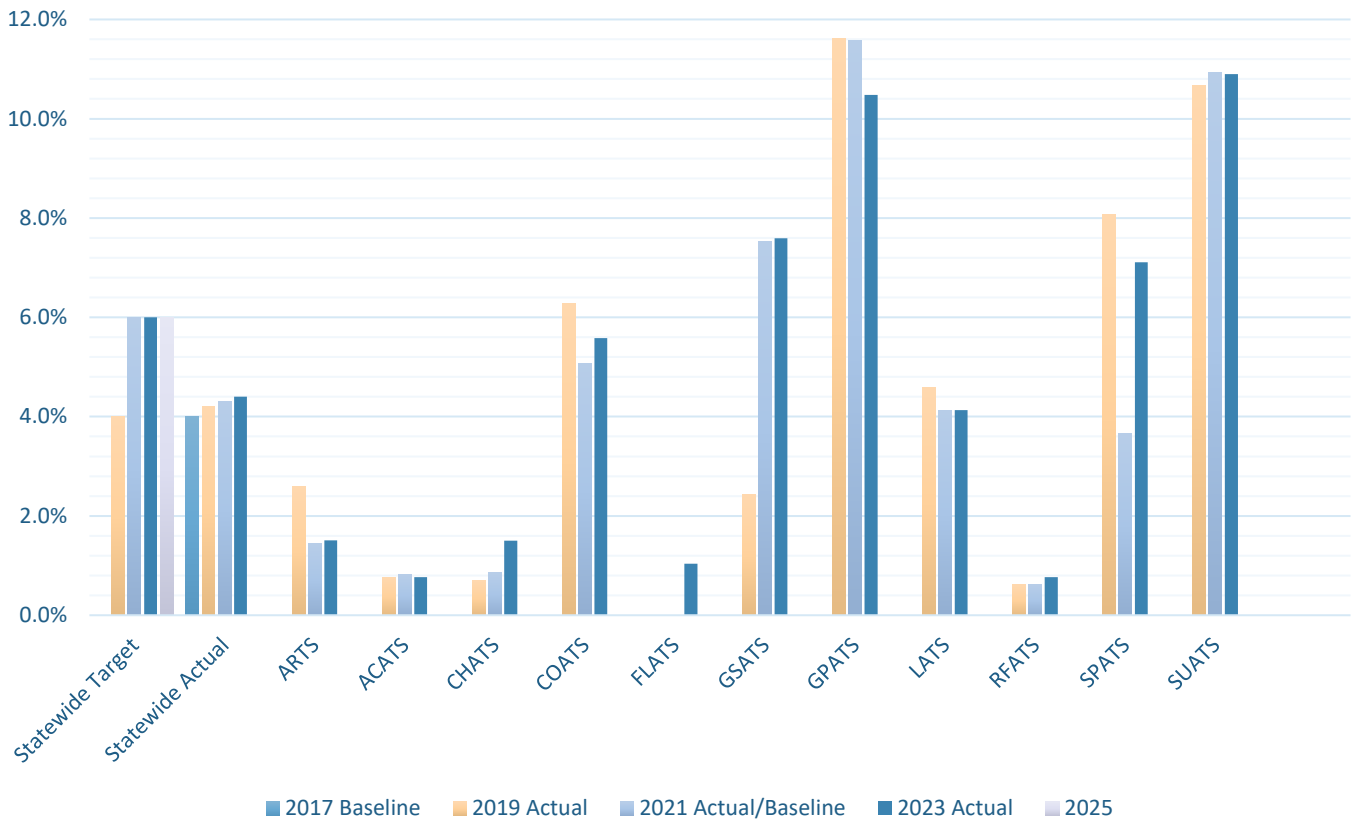


Figure 34. COG NHS Bridge Inventory by Square Footage of Deck Area

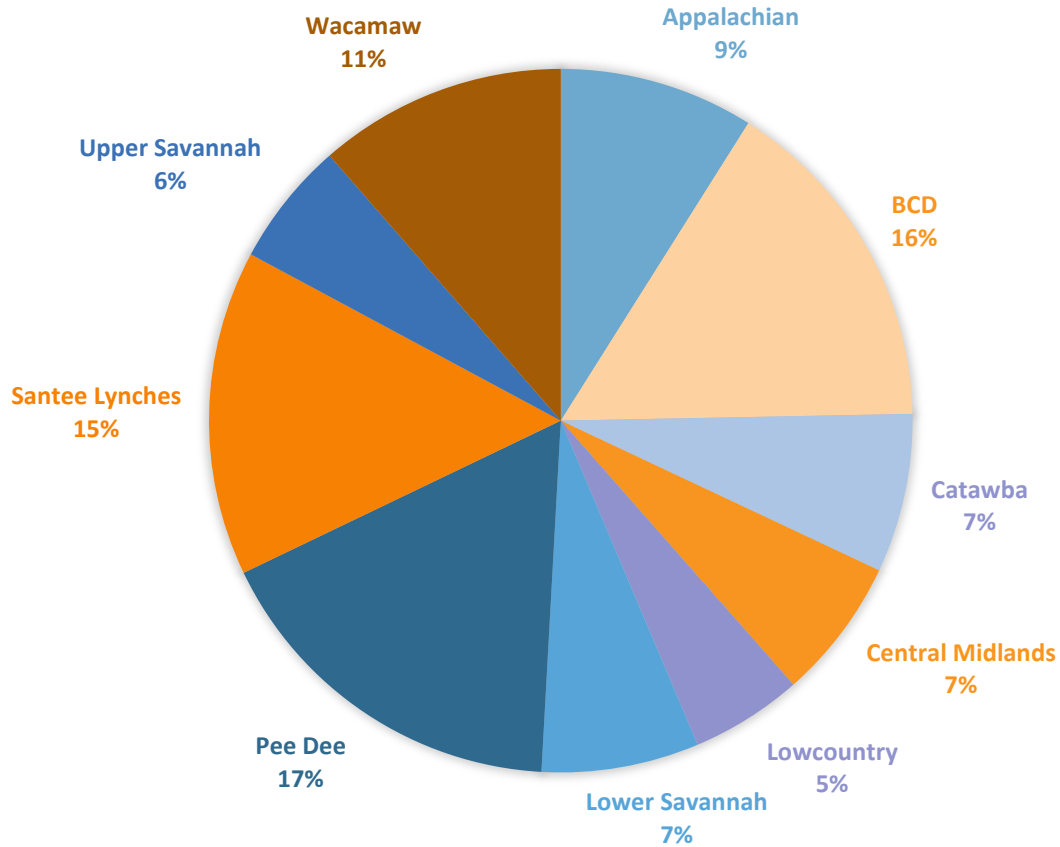


Figure 35. COG NHS Bridges in Good Condition (SF Deck Area)

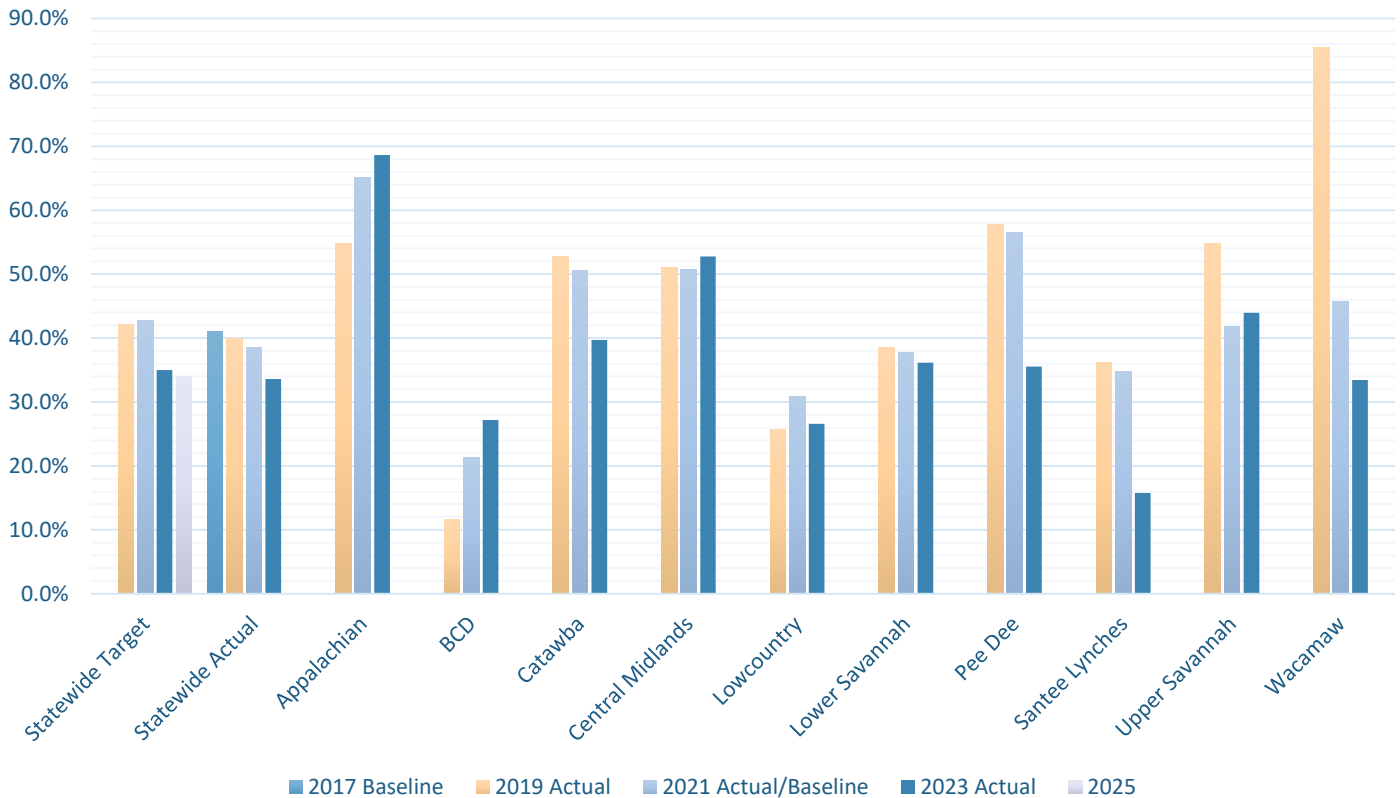
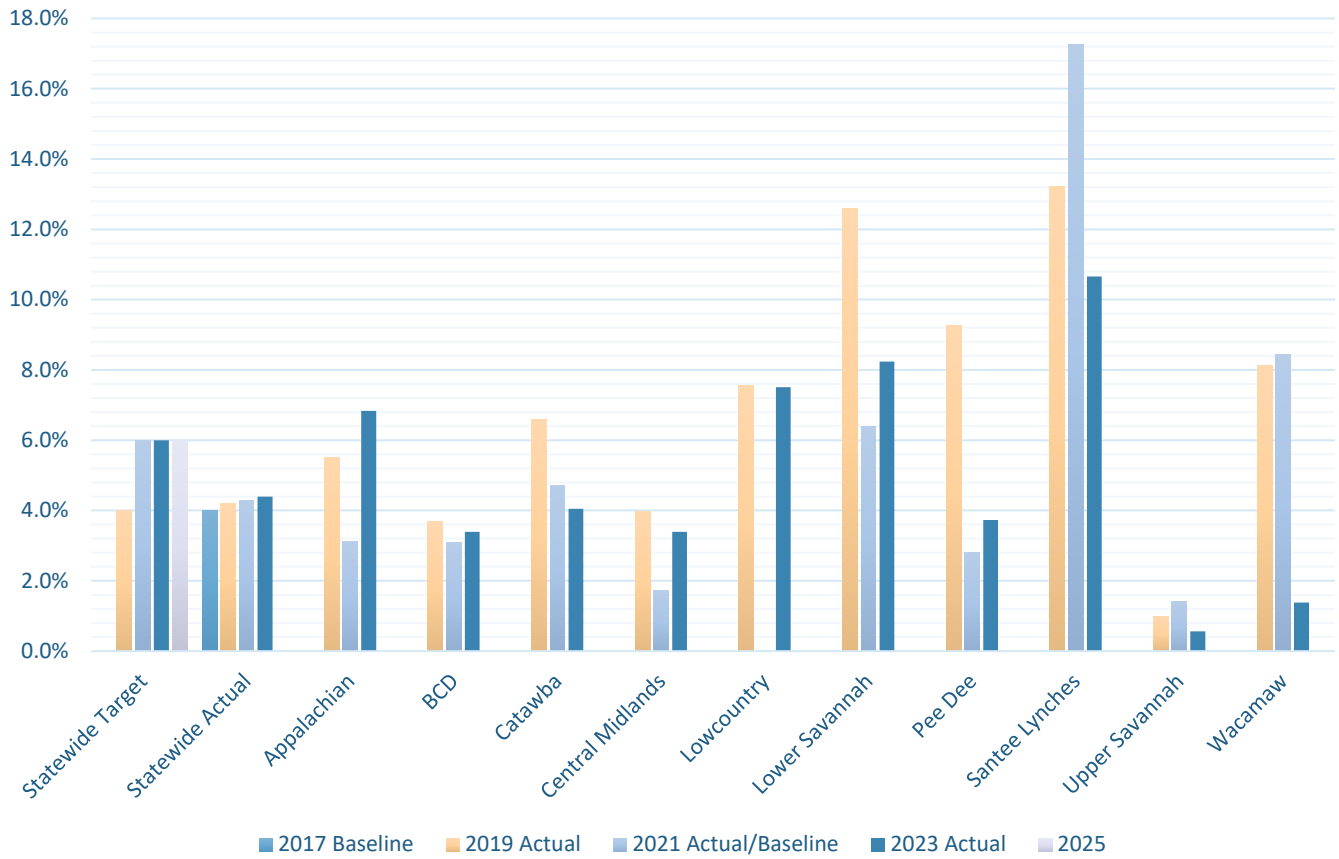


Figure 36. COG NHS Bridges in Poor Condition (SF Deck Area)



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



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

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

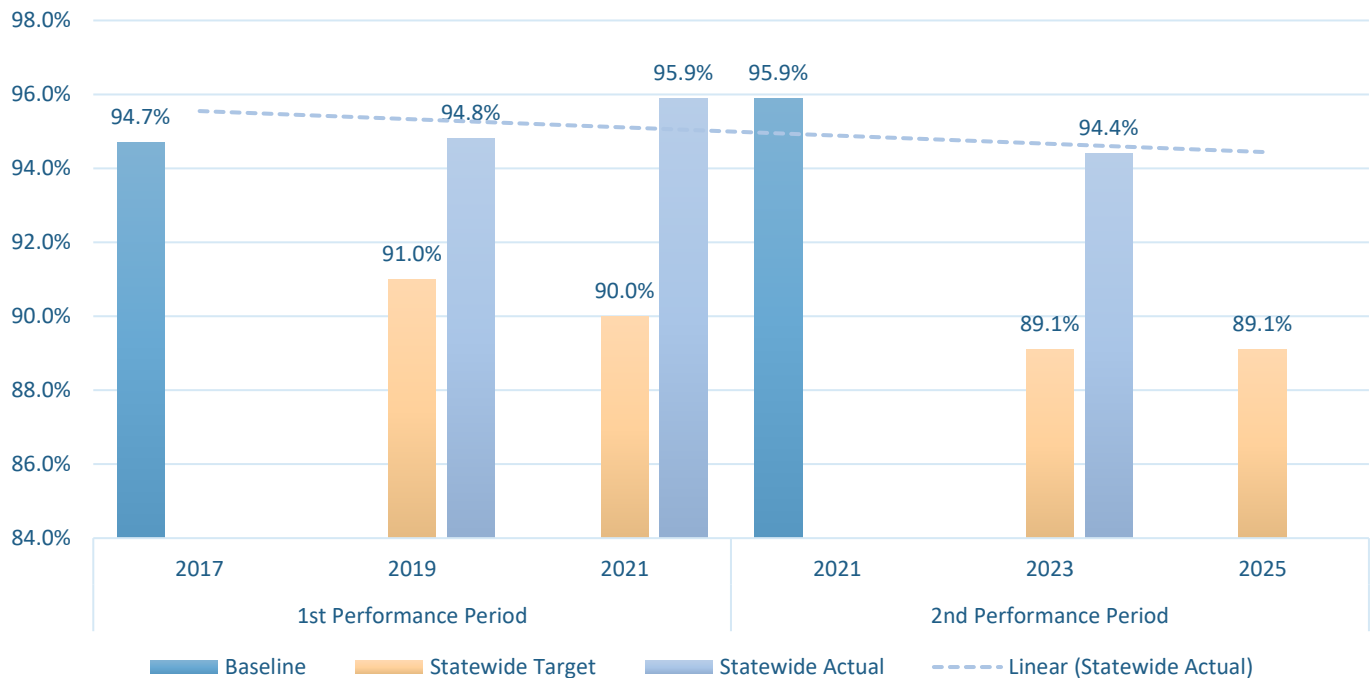
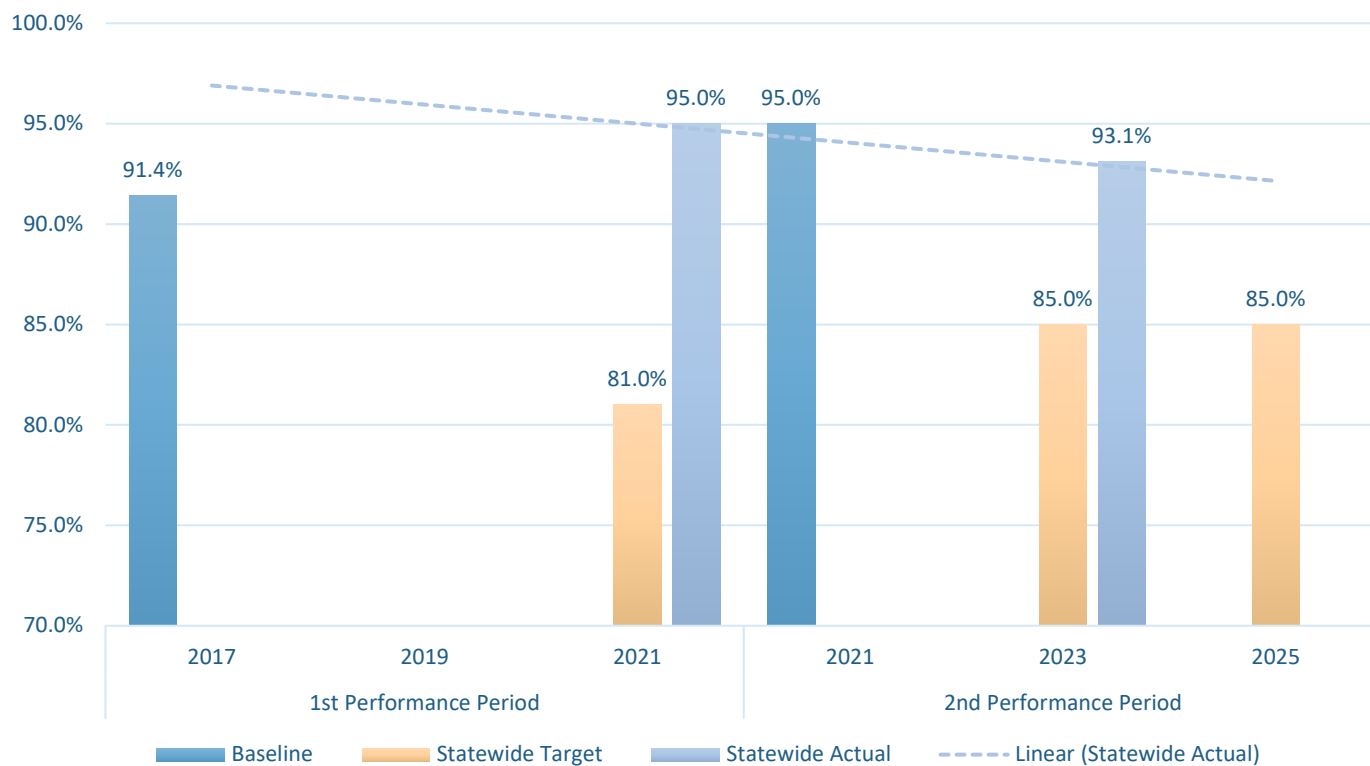


Figure 39. Percent Person-Miles Traveled on the Non-Interstate NHS that are Reliable



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)

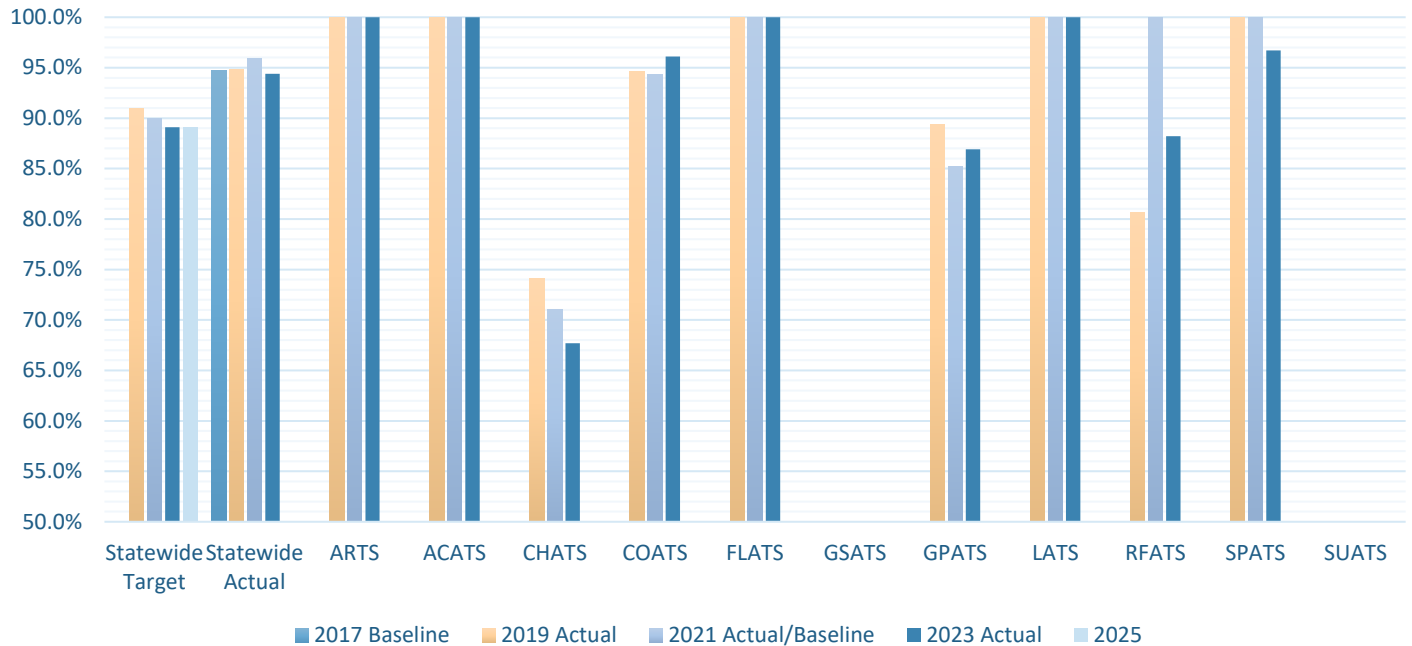


Figure 41. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (MPO)

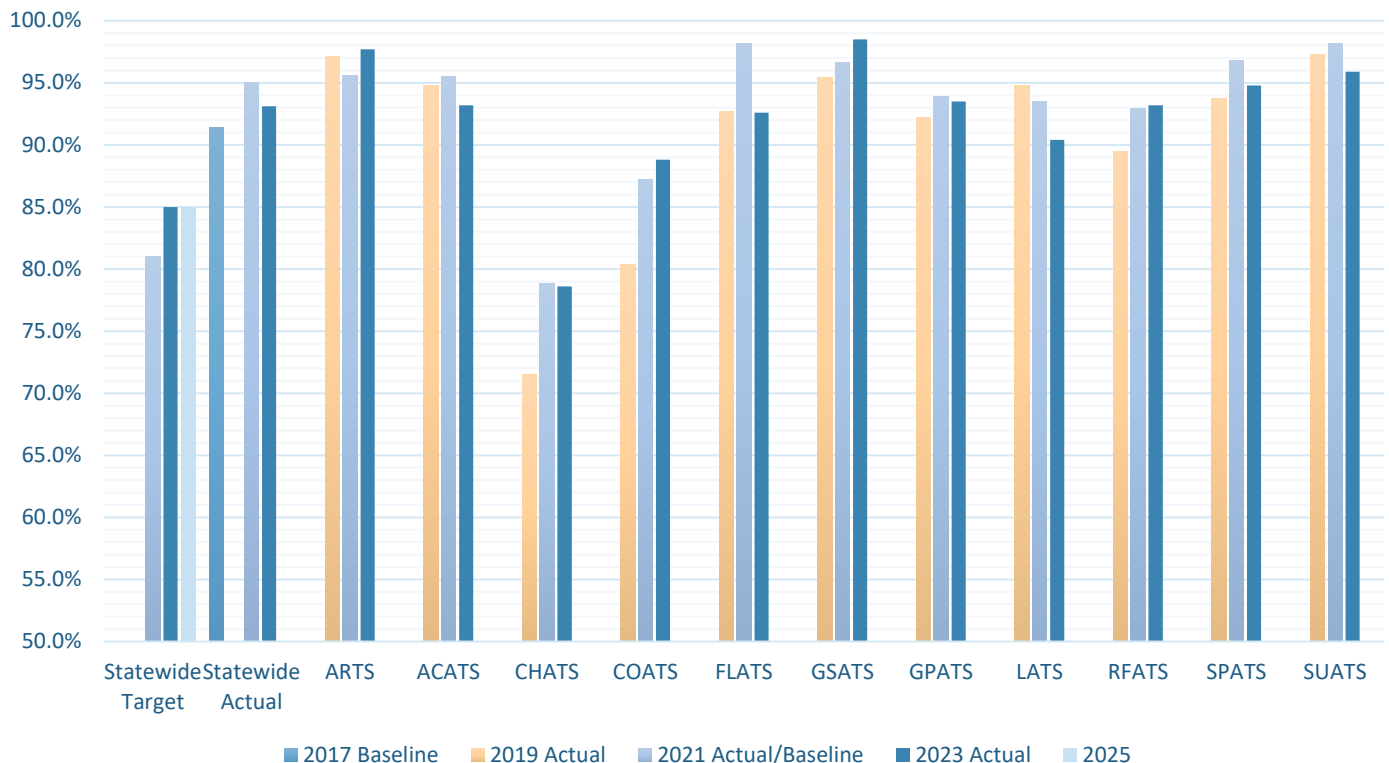


Figure 42. Percent of Person-Miles Traveled on the Interstate that are Reliable (COG)

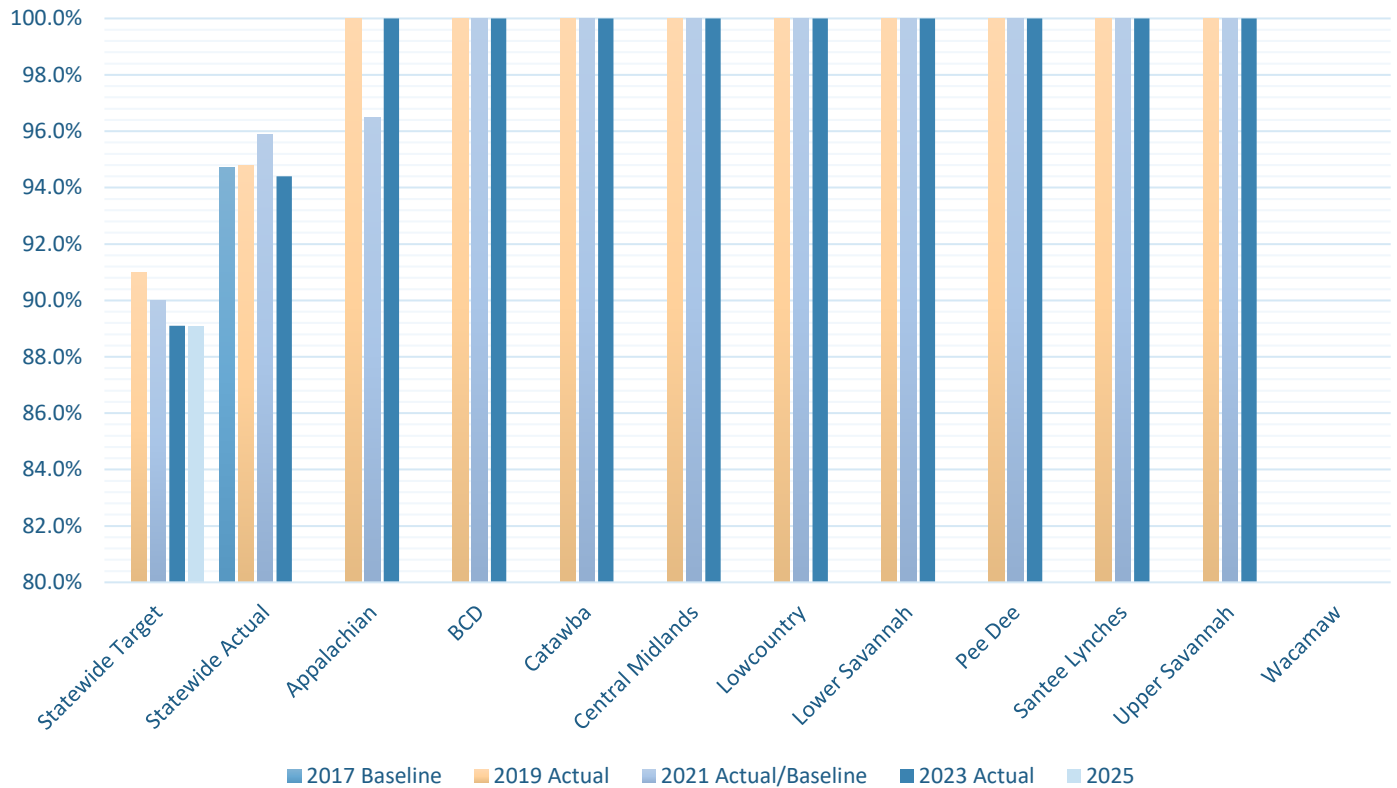
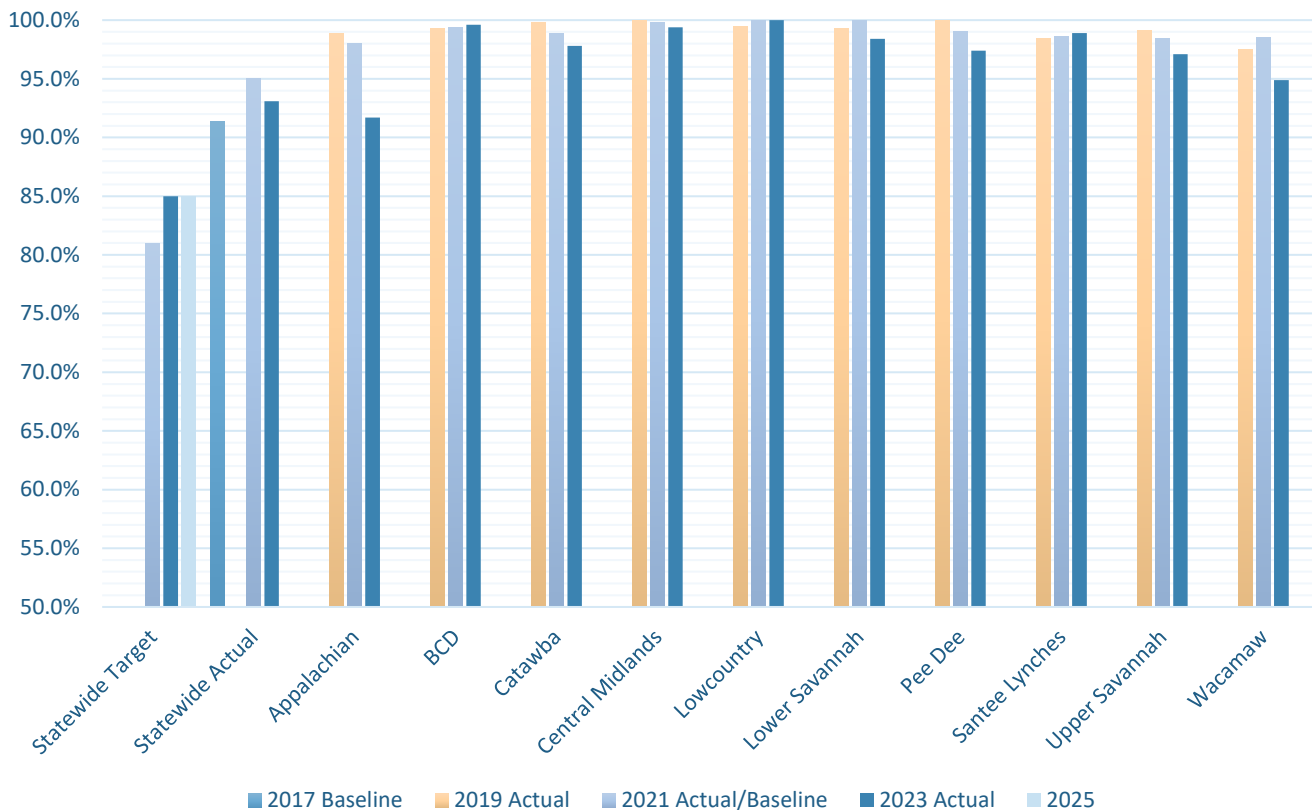


Figure 43. Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (COG)



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.

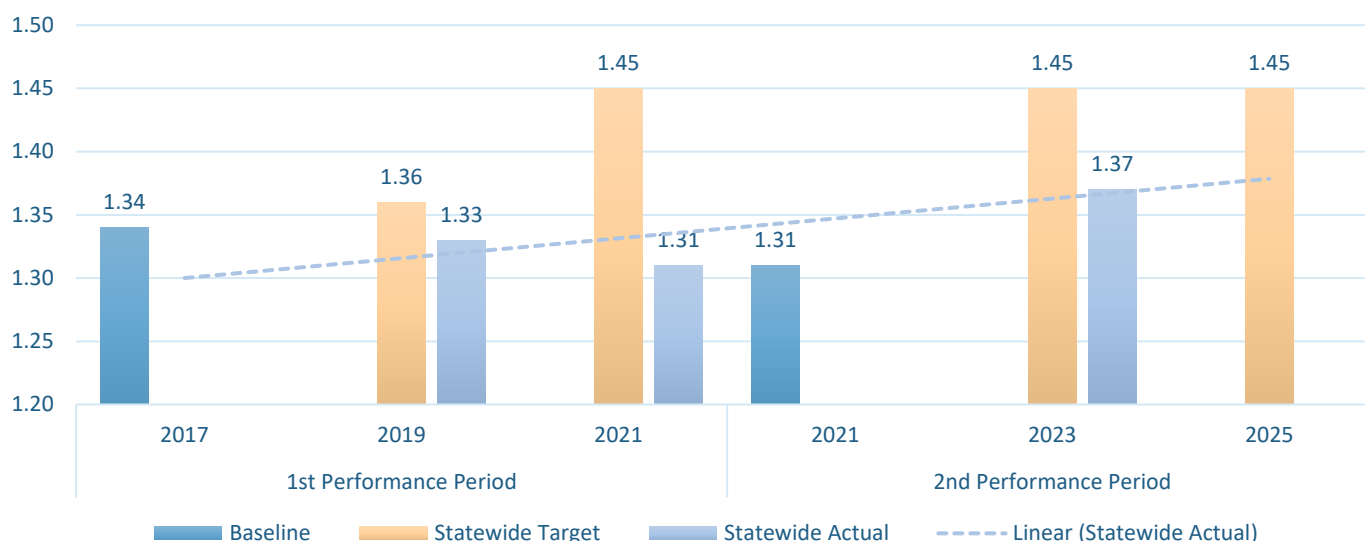
FHWA defines Level of Truck Travel Time Reliability (LOTTTR) as the percent of truck-miles on the Interstate System that are reliable. LOTTTR is calculated as the ratio of the longer travel times (95th percentile) to a “normal” travel time (50th percentile), using NPMRDS or equivalent data. Data is collected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

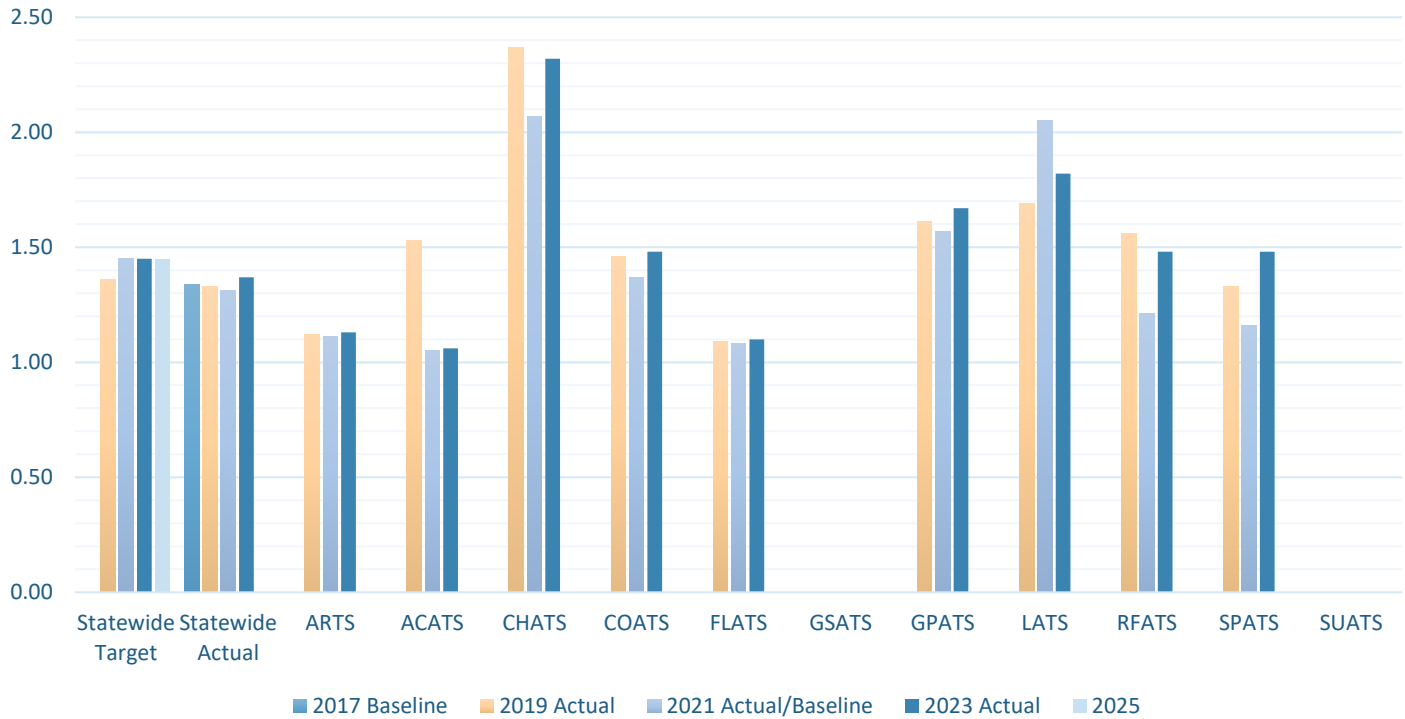
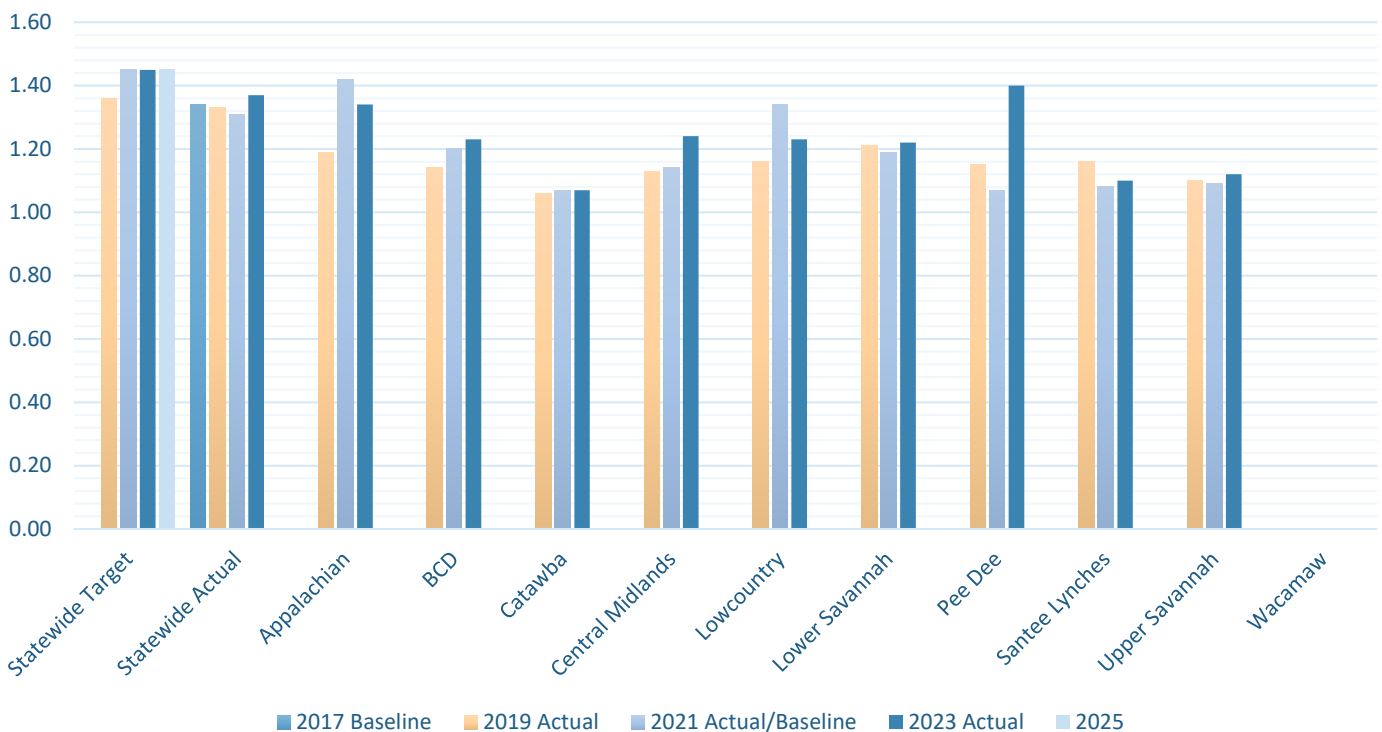


Figure 46. Interstate Freight TTTR Index (COG)

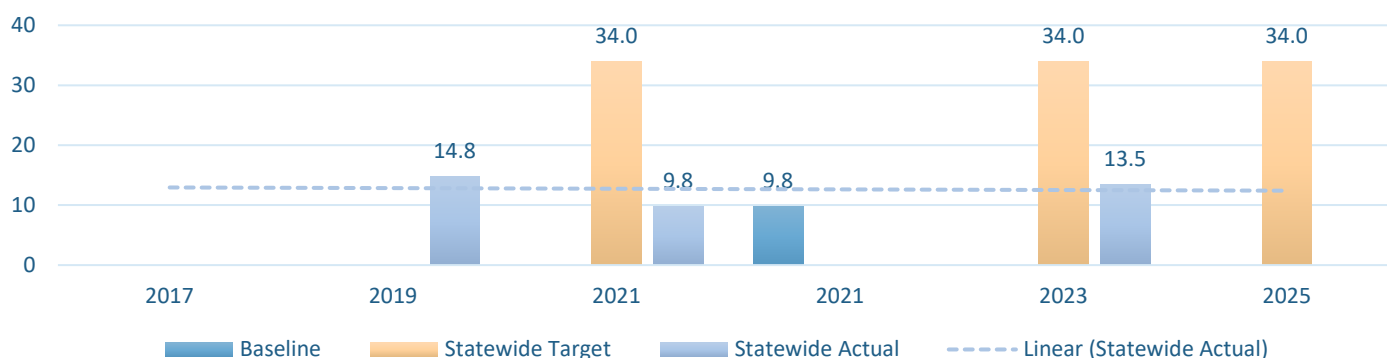


PM3 CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM

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.

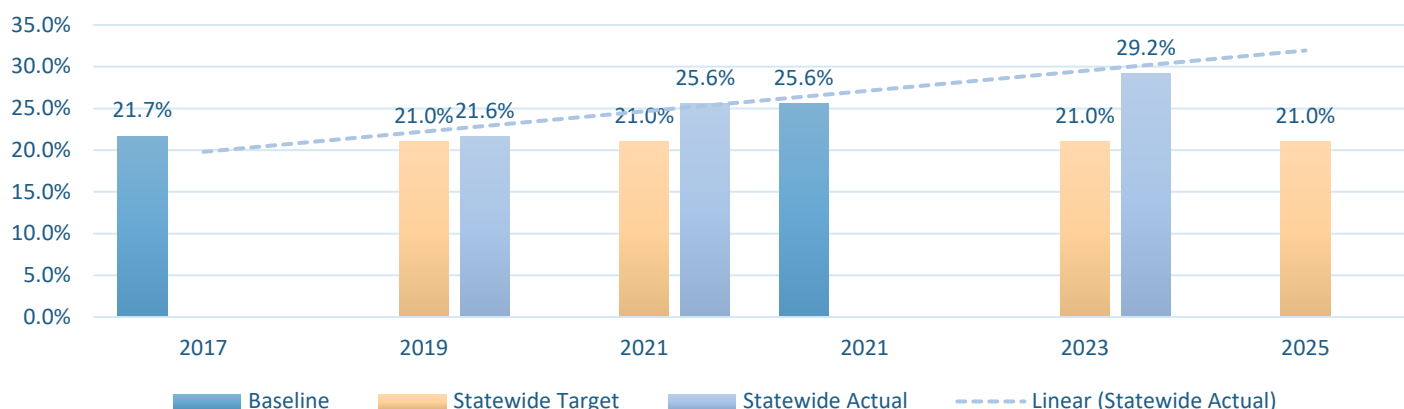
The extent of traffic congestion is measured by the number of transportation system users that are affected by congestion. This metric is measured by the annual hours of Peak Hour Excessive Delay (PHED) per capita on the NHS in the Charlotte, NC-SC Urbanized Area. The threshold for excessive delay is 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 (NO_x), 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 (NO_x) - Charlotte, NC-SC Urbanized Area (kg/day)

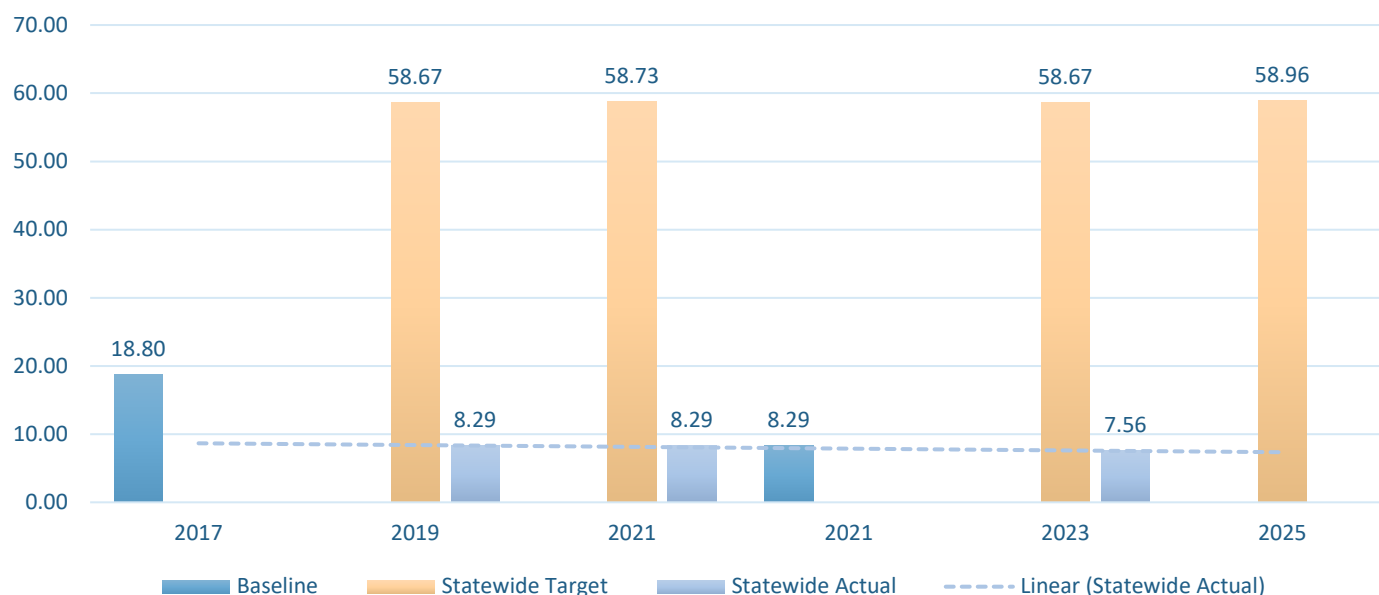
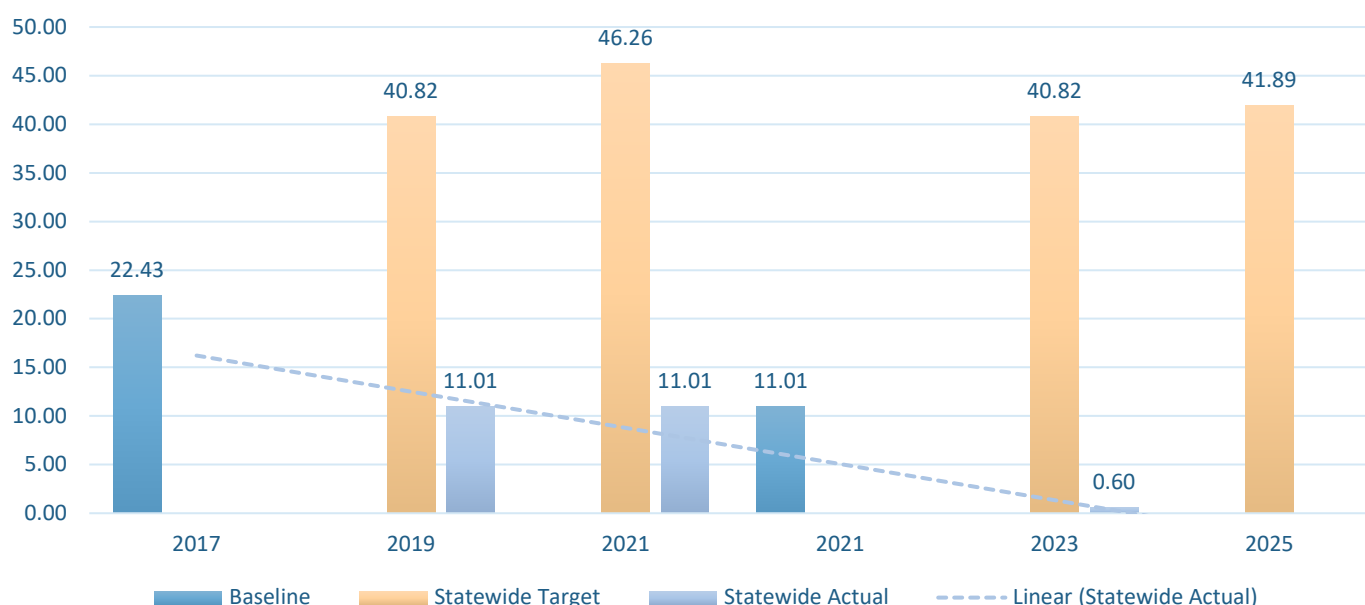


Figure 50. Total Emission Reduction (VOC) - Charlotte, NC-SC Urbanized Area (kg/day)



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	