

Waccamaw Regional Council of Governments

RURAL TRANSPORTATION IMPROVEMENT PROGRAM

TIP PERIOD:

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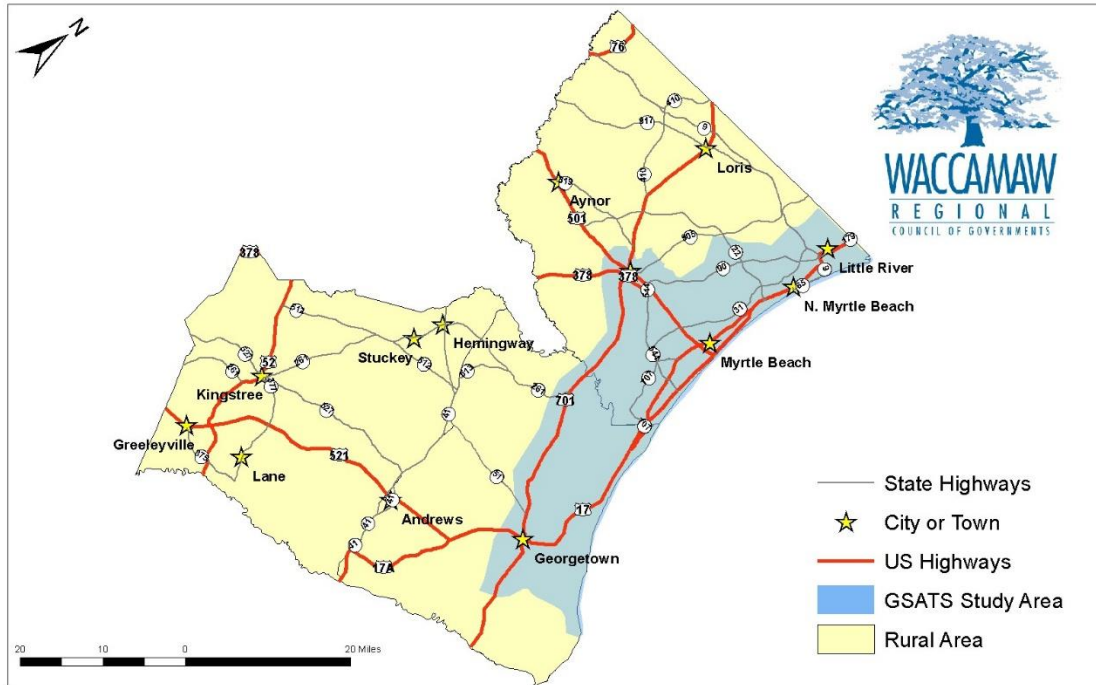
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LIST OF ACRONYMS and TERMS

| | |
|---------------------|---|
| ARRA | American Reinvestment and Recovery Act |
| CAP | Capital |
| CONST | Construction |
| FAST Act | Fixing America’s Surface Transportation Act |
| FTA | Federal Transit Administration |
| GSATS | Grand Strand Area Transportation Study |
| NHS | National Highway System |
| OP | Operating |
| PE | Preliminary Engineering |
| PPP | Public Participation Plan |
| RIDE | Road Improvement Development Effort |
| RLRTP | Rural Long Range Transportation Plan |
| ROW | Right – of – Way |
| RPO | Rural Planning Organization |
| RTC | Rural Technical Committee |
| SAFETEA – LU | Safe Accountable Flexible Efficient Transportation Equity Act: Legacy for Users |
| SCDOT | South Carolina Department of Transportation |
| STIP | Statewide Transportation Improvement Plan |
| STP | Surface Transportation Program |
| TIP | Transportation Improvement Program |
| UW | Underway |
| WRCOG | Waccamaw Regional Council of Governments |

RURAL TRANSPORTATION IMPROVEMENT PROGRAM

Waccamaw Regional Council of Governments (WRCOG) is the designated Rural Planning Organization (RPO) responsible for carrying out the rural transportation planning process for the Waccamaw region. The WRCOG rural study area boundary includes the western portions of Horry and Georgetown counties, and the entirety of Williamsburg County. More specifically, the rural area includes all portions of the three counties that are not included in the MPO region (See map below). Several municipalities lay within the boundaries, including Andrews, Aynor, Conway (partially), Greeleyville, Hemingway, Kingstree, Lane, Loris, and Stuckey.



DISCLAIMER: This map is a graphic representation of data obtained from various sources. All efforts have been made to warrant the accuracy of this map. However, WRCOG disclaims all responsibility and liability for the use of this map.

The primary responsibilities concerning rural area planning are to:

- Develop a Rural Long Range Transportation Plan (LRTP), which is the 25-year transportation vision for the rural area;
- Develop a Rural Transportation Improvement Plan (TIP), which is the list of specific projects for which federal and state funds are anticipated; and
- Develop a Rural Planning Work Program (RPWP), which identifies the annual transportation planning activities that are to be undertaken in support of the goals and objectives established in the Long-Range Transportation Plan.

As the RPO, WRCOG provides the forum for cooperative decision when developing regional transportation plans and programs to meet the changing needs. It is composed of elected and appointed officials representing local, state, and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

RURAL PLANNING STRUCTURE

To facilitate and encourage maximum interaction among these groups and the local community, WRCOG has an adopted committee structure. The Policy Committee (WRCOG Board of Directors), as the official decision-making body, establishes the policies for the overall conduct of WRCOG and is responsible for the adoption of plans and programs and reviews the rural technical committees' recommendations.

The Technical Committee, which was established by the Policy Committee, is composed of the professional/technical representatives of the municipalities and agencies that lie within the region. These member governments and public agencies often have direct or indirect responsibilities for transportation planning and/or implementation procedures. Their primary responsibility is to monitor all technical activities including the annual development of a draft RPWP and biennial development of a draft TIP. They also provide recommendations to the Policy Committee for final endorsement of all major studies and planning activities affecting the rural areas.

Rural Long Range Transportation Plan

The Rural Long Range Transportation Plan was adopted by the Rural Policy Committee (WRCOG Board of Directors) in 2016 and must be updated every five years to reflect changing conditions and new planning principles. The Rural LRTP document established goals and objectives, which form the basis for the initial evaluation of projects submitted for the Rural TIP. The process of undertaking major transportation studies, identifying short and long-range needs, and targeting major growth areas in the rural region for intensive study has strengthened programming methods and procedures for the Rural TIP. The entire planning/programming/implementation process involves input by federal, state, and local governments and the public in the early planning stages. This support carries through into TIP programming.

Rural Transportation Improvement Program (TIP)

This Rural TIP is a ten (10) year program of transportation capital projects together with an estimate of transit capital and maintenance requirements. While the Rural TIP is reviewed and adopted by the Rural Policy Committee every four (4) years, the document may be amended at any time. The FAST Act mandates that a TIP include the following:

- Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds,
- Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs,
- Group improvements of similar urgency and anticipated staging into appropriate staging periods,
- Include realistic estimates of total costs and revenue for the program period,
- Include a discussion of how improvements recommended from the LRTP were merged into the TIP, and
- List major projects from the previous TIPs that were implemented and identify major delays in planned implementation.

The TIP may also include regional highway projects that are being implemented by the state, city, and county for which federal funding is requested.

Relationship of the TIP to Other Federal and State Transportation Programs

The STIP includes all federally funded transportation projects throughout the state. In South Carolina, TIPs are included in the STIP without modification once approved by the relevant rural planning organization. Projects must be in the STIP before funding authorities such as FTA, FHWA, or the SCDOT can obligate funds.

RURAL TIP AMENDMENT PROCESS AND PROCEDURES

Occasionally circumstances dictate that changes are made to the Rural TIP following its adoption. Federal regulations permit changes to the Rural TIP if the procedures are consistent with federal requirements for TIP development and approval. These changes, or amendments, are not routine. WRCOG will consider such amendments when the circumstances prompting such changes are compelling.

Proposed changes will be reviewed by WRCOG staff before any actions are considered. All changes must follow WRCOG policies on the Public Involvement Process. Changes must be consistent with the Rural LRTP, must maintain the financial constraint of the Rural TIP, and must be consistent with federal Title VI requirements. Proposed additions or changes to projects must also be consistent with the rules of the funding program involved.

Once new projects proposed for funding are identified, and the funding is committed, staff initiates the process to amend the projects and project funding in the Rural TIP. All rules for amending the new projects in the Rural TIP are followed (Public Participation Process, Title VI requirements, LRTP consistency, financial constraints, etc.).

When WRCOG is not involved in the programming decision associated with a project, staff relies on project sponsors to initiate a TIP amendment. If WRCOG is aware of new funding (i.e. federal earmarks, one-time state funding programs, etc.), staff may alert sponsors of the funding opportunities and request that an amendment be initiated that more fully documents the project scope and funding commitment. Generally, however, it is up to the project sponsor to initiate an amendment request or add new funding, or make necessary adjustments to the project scope, cost, and/or schedule.

All regionally significant transportation projects and all transportation projects requiring a federal action must be included in the Rural TIP. These projects may be added to the Rural TIP at any time, as long as procedures for doing so are consistent with federal requirements for Rural TIP development and approval.

Types of TIP Amendments

Federal and State policies distinguish between two types of TIP amendments: minor amendments and major amendments. These types of amendments differ based on the magnitude of the proposed change and the level of review required by various federal, state, and local agencies. Generally, significant changes to the cost, scope, and schedule of a project listing require a major amendment, whereas minor changes such as fluid sources, description, lead agency, and project limits, may be processed through minor amendments. Major Amendments must be approved by the Policy Committee, the SCDOT, FHWA, and FTA. Approval of minor amendments has been delegated to WRCOG Transportation Planning and the SCDOT Office of Planning. Regardless of the type of change, all modifications must be consistent with the LRTP, must maintain the financial constraint of the Rural TIP, and must be consistent with federal requirements.

Minor Amendments

Minor amendments are changes that revise project descriptions and funding sources. Other types of changes that can be made through a minor amendment are changes to a project's lead agency, changes that split or combine more than one project, and changes to require information for grouped project listings. They take about 30 days to process and need to be approved by the WRCOG Transportation Planning Director and the SCDOT Office of Statewide Planning.

The following changes may be made through a minor amendment, if the change occurs within the approved timeframe of the TIP:

- Change in project sponsor or implementing agency,
- Splitting or combining projects,
- Change or clarification of project description- if the change does not significantly alter the original project intent as identified through the environmental process. Changes in project limits must be within 10% of the total project length, not to exceed a total of two miles,
- Redirection of funds between existing phases, if a phase is not added or deleted, and
- Federal public involvement procedures are not necessary for a minor change.

Federal public participation procedures required by 23 CFR 450.316 are not necessary for minor changes.

Major Amendment

Major amendments are changes other than minor amendments as described. Major amendments usually take about 90 days to process and need to be approved by the WRCOG Board of Directors, SCDOT, FHWA, and FTA. Adding or deleting a project or a change in funding is considered a major amendment. Proposed amendments to the Rural TIP, other than minor amendments, must be developed pursuant to all federal guidelines. In general terms, these regulations state that the Rural TIP may be modified at any time consistent with the procedures agreed to by the cooperating parties for developing the Rural TIP and all other federal requirements concerning the development, public involvement, and federal agencies approval of the Rural TIP.

All changes that do not fall within the category of a minor amendment are processed as major amendments. The following changes are examples of changes made through a major amendment:

- Adding or deleting project(s),
- Funding changes,
- Adding or deleting a project phase, and
- Significant changes in project scope alter the original intent of the project.

These amendment classifications and procedures are consistent with the statewide Rural TIP Guidelines SCDOT, FHWA, and FTA. It is intended that WRCOG Rural TIP Amendment Process and Procedures adhere to the provisions of the Statewide Rural TIP Guidelines.

Rural TIP Amendment Request Submittal

To request a Rural TIP amendment, a project sponsor must submit an amendment proposal requesting to amend the Rural TIP. WRCOG programming staff will review the submitted request for compliance with federal regulations, state statutes and regional policies, including funding completeness, impacts to air quality, financial constraint, and compliance with other federal, state, and regional requirements before approving the submitted application or amendment. If the proposal is found not to conform to the funding program guidelines or is inconsistent with the financial constraint of the Rural TIP, the proposal may not be processed.

Proposed additions or changes to projects funded with guideshare must also conform to the federal and state amendment guidelines before they can be processed.

TITLE VI AND PUBLIC PARTICIPATION

Title VI

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. prohibits discrimination based on race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Programs that receive Federal funds cannot distinguish among individuals based on race, color or national origin, either directly or indirectly, in the types, quantity, quality or timeliness of program services, aids or benefits that they provide or the manner in which they provide them.

- Suffer disproportionately adverse health or environmental effects from pollution or other environmental hazards associated with implementation of transportation projects within the TIP.
- Suffer disproportionate risks or exposure to environmental hazards or suffer disproportionately from the effects of past under-enforcement of state or federal health or environmental laws from projects approved within the TIP.
- Have been denied an equal opportunity for meaningful public involvement, as provided by law, in governmental decision making relating to the distribution of environmental benefits or burdens such as permit processing or environmental compliance activities associated with projects in the TIP.

Public Participation Process

Prior to sending any regional TIP action(s) to the State for inclusion within the State TIP, WRCOG follows a public participation process that is outlined in the WRCOG Public Participation Plan for the Rural Planning Organization. WRCOG policy is to support and encourage public participation and to ensure opportunities for the public to express its views on transportation issues and to become active in the decision-making process.

PROJECT PRIORTIZATION GUIDANCE AND REPORTS

ACT 114

The South Carolina Legislation defines how highway improvement projects are prioritized under ACT 114. ACT 114 criteria are specified below:

- Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project,
- Public safety,
- Potential for economic development,
- Traffic volume and congestion,
- Truck traffic,
- Pavement quality index,
- Environmental impact,
- Alternative transportation solutions, and
- Consistency with local land use plans.

The South Carolina Department of Transportation Commission is responsible to ensure the WRCOG TIP has considered the above criteria prior to placement into the STIP.

TIP PROJECT PROCESS

WRCOG staff depend upon organized committees that help identify, review, and recommend projects within the designated areas. There is a two-tier committee process within WRCOG before any regional project is recommended for inclusion into the TIP for ultimate inclusion in the STIP. The committees are:

Rural Technical Committee (RTC) – Representatives from local and state government, transportation providers, and a WRCOG Staff person (See Chart 1). The RTC makes recommendations to the Policy Committee.

Policy Committee - WRCOG Board composed of appointed representatives from State, County, and Municipal offices. The Policy Committee is responsible for approval/disapproval of RTC recommendations.

| Jurisdiction or Agency | Number of Votes | Designated Member |
|-----------------------------|-----------------|--|
| WRCOG | 1 | Staff Planner |
| SCDOT | 1 | 5 th District Traffic Engineer (Florence) |
| SCDOT | 1 | Planning Representative (Columbia) |
| SCDOT | 1 | Rural Program Manager |
| WRTA/Coast RTA | 1 | Executive Director |
| Williamsburg County Transit | 2 | Executive Director |
| Georgetown County | 2 | Staff Representative |
| Horry County | 2 | Staff Representative |
| Williamsburg County | 1 | Staff Representative |
| Town of Andrews | 1 | Staff Representative |
| Town of Aynor | 1 | Staff Representative |
| City of Conway | 1 | Staff Representative |
| Town of Greeleyville | 1 | Staff Representative |
| Town of Hemingway | 1 | Staff Representative |
| Town of Kingstree | 1 | Staff Representative |
| Town of Lane | 1 | Staff Representative |
| City of Loris | 1 | Staff Representative |
| Town of Stuckey | 1 | Staff Representative |

FEASIBILITY REPORTS

Feasibility Reports are conducted in close coordination between SCDOT and COGs for projects identified in the STIP and constrained projects included in long range plans. These reports typically involve transportation improvement projects, such as intersections, widening, and new location alignment(s).

Elements of the Feasibility Report include defining the purpose and need, the project goals, scope, cost, and schedule. Social, cultural, natural resources, and environmental concerns are identified using GIS database information for the environmental screening process. The SCDOT Website maintains information regarding the STIP.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. TPM is systematically applied and is a regular ongoing process. It provides key information to help decision makers understand the consequences of their investment decisions across assets and/or modes of transportation. It is intended to improve communication between decision makers, stakeholders, and the general public, thus ensuring targets and measures are developed based on data and objective information. The process also provides state and local governments with improved and more efficient delivery times, accountability, and transparency.

Performance-based planning and programming (PBPP) refers to the application of performance management within the planning and programming processes of the WRCOG planning area to achieve desired performance outcomes for the multimodal transportation system. MAP-21/FAST Act requires that the WRCOG, in their LRTP and TIP, incorporate a performance-driven, outcome-based approach to planning. This requires measuring regional performance in seven national goal areas. The Seven Goal Areas, Goal Descriptions, and assigned Performance Measures per 23 USC Section 150(b) are provided within Table 1. *Note: Congestion Mitigation Air Quality (CMAQ) performance measures only apply within the MPO.*

Table 1: National Goal Areas, Goal Descriptions, and Performance Measures

| National Goal | Goal Description | Performance Measure |
|--|--|--|
| Performance Measure 1 Safety (PM-1) | | |
| Safety | To achieve a significant reduction in traffic fatalities and serious injuries on <u>all public roads</u> | Number of Fatalities Fatality Rate per 100 million Vehicle Miles Traveled Number Serious Injuries Serious Injury Rate per 100 million Vehicle Miles Traveled Number of Non-motorized fatalities and Serious Injuries |
| Performance Measure 2 Infrastructure Condition (PM-2) | | |
| Infrastructure Condition | To maintain the highway infrastructure asset system in a state of good repair | % of Interstate Pavements in Good Condition % of Interstate Pavements in Poor Condition % of Non-Interstate NHS Pavements in Good Condition % of Non-Interstate NHS Pavements in Poor Condition % of NHS Bridge Deck Area in Good Condition % of NHS Bridge Deck Area in Poor Condition |
| Performance Measure 3 System Performance (PM-3) | | |
| Congestion Reduction (CMAQ) | To achieve a significant reduction in congestion on the National Highway System | % of Non-Single Occupant Vehicles Annual Hours of Peak-Hour Excessive Delay per Capita (PHED) |
| System Reliability | To improve the efficiency of the surface transportation system | % of Interstate Highways that are Reliable % of Non-Interstate Highways that are Reliable |
| Freight Movement and Economic Vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development | Truck Travel Time Reliability Index |
| Environmental Sustainability (CMAQ) | To enhance the performance of the transportation system while protecting and enhancing the natural environment | Emission Measure - Total Emissions Reduction – NOx Benefit (kg/day) Emission Measure - Total Emissions Reduction – VOC Benefit (kg/day) |

| No Assigned Performance Measure | |
|--|--|
| Reduced Project Delivery Delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices |

PERFORMANCE MEASURES

PM-1 Safety

The Waccamaw Regional Council of Governments' (WRCOG) Board of Directors adopted SCDOT's statewide safety targets for all public roads in the rural areas of the three-county region. The 2016-2020 actual safety statistics for the Rural Planning Area indicate 42 fatalities, a fatality rate of 3.03, 93 serious injuries, a serious injury rate of 6.69, and 11 fatalities/serious injuries for non-motorized users. Based on the SCDOT 2016 traffic safety audit of the rural planning areas, the most problematic vehicle crash types include point of contact on the passenger side, rear-end collisions, and road departures. While all projects include a consideration of safety in the design process, SCDOT has moved five (5) intersection projects from the Guideshare Funded project list to SCDOT Safety funded projects in the WRCOG region. Additional funding, because of the SCDOT FY2021 Bond Forgiveness, has allowed for unfunded projects to now begin the feasibility study phase with SCDOT Planning. As a result, it is expected that the current projects will contribute to reducing the total number and rates of fatalities and serious injuries in the Waccamaw Rural Planning Area with negligible benefits to statewide metrics. Long-term safety performance for the Waccamaw Rural Planning Area could be influenced by significant increases in VMT (Vehicle Miles Traveled) as the area experiences growth in population and employment, specifically in the rural areas of Horry County.

Table 2: PM-1 Safety Performance Measures, Targets, and Assessment

| Performance Measure | Statewide Target | Statewide Actual | WRCOG Region Actual |
|-------------------------------------|-------------------------|-------------------------|----------------------------|
| Number of Traffic Fatalities | | | |
| 2012-2016 | | 890 | |
| 2013-2017 | | 916 | 39 |
| 2014-2018 | 970 | 970 | |
| 2015-2019 | 988 | 1,005 | |
| 2016-2020 | 1,011 | 1,023 | 42 |
| 2017-2021 | 1,005 | 1058 | 43 |
| 2018-2022 | 1,061 | | |
| 2019-2023 | 1,119 | | |
| Rate of Traffic Fatalities** | | | |
| 2012-2016 | | 1.75 | |
| 2013-2017 | | 1.75 | 2.94 |
| 2014-2018 | 1.81 | 1.80 | |
| 2015-2019 | 1.79 | 1.82 | |
| 2016-2020 | 1.82 | 1.84 | 3.03 |
| 2017-2021 | 1.76 | 1.88 | 3.044 |
| 2018-2022 | 1.82 | | |
| 2019-2023 | 1.94 | | |

| Number of Serious Injuries | | | |
|--|-------------------------|-------------------------|----------------------------|
| 2012-2016 | | 3,195 | |
| Performance Measure | Statewide Target | Statewide Actual | WRCOG Region Actual |
| 2013-2017 | | 3,108 | 96 |
| 2014-2018 | 3,067 | 2,988 | |
| 2015-2019 | 2,986 | 2,987 | |
| 2016-2020 | 2,781 | 2,877 | 93 |
| 2017-2021 | 2,950 | 2,859 | 99 |
| 2018-2022 | 2,850 | | |
| 2019-2023 | 2,686 | | |
| Rate of Serious Injuries ** | | | |
| 2012-2016 | | 6.30 | |
| 2013-2017 | | 5.99 | 7.35 |
| 2014-2018 | 5.71 | 5.59 | |
| 2015-2019 | 5.42 | 5.41 | |
| 2016-2020 | 4.98 | 5.16 | 6.69 |
| 2017-2021 | 5.35 | | 7.046 |
| 2018-2022 | 4.982 | | |
| 2019-2023 | 4.96 | | |
| Number of Non-motorized Fatalities and Serious Injuries | | | |
| 2012-2016 | | 379 | |
| 2013-2017 | | 383 | 10 |
| 2014-2018 | 371 | 390 | |
| 2015-2019 | 380 | 414 | |
| 2016-2020 | 380 | 441 | 11 |
| 2017-2021 | 440 | 458 | 11 |
| 2018-2022 | 500 | | |
| 2019-2023 | 485 | | |

**Rate is calculated as incident per 100 million miles traveled.*

PM-2 Infrastructure Condition

The Waccamaw Regional Council of Governments' Board of Directors adopted SCDOT's statewide pavement and bridge condition targets for the interstate and NHS in the rural areas of the three-county region. There are currently no interstates within the Waccamaw Rural Planning Area. There are, however, Principal Arterial NHS routes including highways 9 (Horry), 17 (Georgetown and Horry), 22 (Horry), 31 (Horry), 378 (Horry and Williamsburg), and 501 (Horry). The 2018-2021 NHS pavement condition for non-interstate target is 21.1% in good condition and 4.6% in poor condition. Based on SCDOT processes for selecting pavement improvement projects, including the types of projects, such as reconstruction, rehabilitation, and preservation, as well as the funding for projects, the Rural Planning Area anticipates improvements to the NHS pavements. Currently, the 2018-2021 bridge condition target on the interstate/NHS within the Rural Planning Area is measured as 42.7% bridge deck area in good condition and 6% bridge deck area in poor condition. In 2017, 88% (65 of the 74) of the bridge decking in the Waccamaw Rural Planning Area was in good condition. The remaining 12% (4 out of 74) was not in good condition. Also measured in 2017 was the structural deficient percentages with 3% (2 out of 74) as structurally deficient and 97% (72 out of 74) not structurally deficient. SCDOT and the Waccamaw Rural Planning Area have approved two NHS bridge replacement projects in the STIP/TIP in the rural area. Based on the current project delivery schedule, only one of the bridge replacement projects will be completed within the 2018-2021 performance period. As a result, the bridge projects within the Waccamaw Rural

Planning Area will have a negligible impact on the 2- and 4-year statewide bridge targets.

Table 3: PM-2 NHS Pavements and Bridge Performance Measures, Targets, and Baseline

| Performance Measure | SC Baseline | SC Target | SC Performance | WRCOG 2019 |
|--|--------------|-----------|----------------|--------------|
| % of non-Interstate NHS Pavements in Good Condition | 10.3% | | | 21.1% |
| 2-Year (2018-2019) | | 14.9% | 27.4% | |
| 4-Year (2018-2021) | | 21.1% | 38.8% | |
| 2-Year (2022-2023) | | 36% | | |
| 4-Year (2022-2025) | | 38% | | |
| % of non-Interstate NHS Pavements in Poor Condition | 2.6% | | | 4.6% |
| 2-Year (2018-2019) | | 4.3% | 3.9% | |
| 4-Year (2018-2021) | | 4.6% | 1.6% | |
| 2-Year (2022-2023) | | 10% | | |
| 4-Year (2022-2025) | | 10% | | |
| % of NHS Bridges in Good Condition | 41.6% | | | 42.7% |
| 2-Year (2018-2019) | | 42.2% | 40% | |
| 4-Year (2018-2021) | | 42.7% | 38.5% | |
| 2-Year (2022-2023) | | 35% | | |
| 4-Year (2022-2025) | | 35% | | |
| % of NHS Bridges in Poor Condition | 4.2% | | | 6.0% |
| 2-Year (2018-2019) | | 4.0% | 4.2% | |
| 4-Year (2018-2021) | | 6.0% | 4.3% | |
| 2-Year (2022-2023) | | 6% | | |
| 4-Year (2022-2025) | | 6% | | |
| % Reliable non-Interstate NHS PTM | | | | |
| 2-Year (2018-2019) | | NA | 91.4% | |
| 4-Year (2018-2021) | | 81.0% | | |

PM-3 System Performance

The Waccamaw Regional Council of Governments’ Board of Directors adopted SCDOT’s statewide reliability targets for person miles traveled on the interstate system and NHS as well as truck travel time reliability on the interstate system in the rural areas of the three-county region. A major consideration for establishing future performance goals related to system reliability is growth in VMT. VMT growth is projected to increase at 1% per year on the interstate and 2% per year on the NHS within the Waccamaw Rural Planning Area boundary. The non-interstate NHS travel time reliability for 2018-2021 is 81%. In 2017, travel time reliability for the Waccamaw Rural Planning Area NHS was 94.3%. The Travel time for Freight and Interstate was non-applicable in the rural area. In terms of the NHS, the Waccamaw Rural Planning Area’s Transportation Improvement Program (TIP) includes three capacity projects scheduled that are anticipated to mitigate areas of unreliability on the NHS, however, one of these projects is not expected to begin construction until 2022. As a result, no impact from this one is expected from the Waccamaw Rural Planning Area’s projects on the 4-year statewide NHS reliability target. All three (3) of the Rural Planning Area projects will be completed within the next performance period (2022-2025) and are anticipated to have a positive impact on the Rural Planning Areas NHS reliability.

Table 4: PM-3 System Reliability Performance Measures and Targets

| Performance Measure | SC Baseline | WRCOG 2019 | 2 Year 2018-2019 | 4 Year 2018-2021 |
|---|--------------------|-----------------------|-----------------------------|-----------------------------|
| % of Non-Interstate Highways that are Reliable | | | | |
| Target | | | NA | 81% |
| Actual | | | 91.4% | |
| % of Interstate Highways that are Reliable | | | | |
| Target | | | 91% | 90% |
| Actual | | | | |
| Truck Travel Time Reliability | | | | |
| Actual | | | 1.36 | 1.45 |
| Target | | | | |

Measurements were not provided at the COG area level.

PROJECT MAPS

FINANCIAL SUMMARY