



**Commission Members:**

TJ Johnson, Chair  
William B. Dukes, Vice Chair  
Pamela L. Christopher, Commissioner  
Max Metcalf, Commissioner  
Curtis M. Spencer, Commissioner  
Barnwell Fishburne, Commissioner  
Sel Hemingway, Commissioner  
Britt Blackwell, Commissioner

**South Carolina Department of Transportation  
Commission Meeting  
Thursday, March 20, 2025 at 9:00 a.m.  
SCDOT Headquarters Auditorium  
955 Park Street, 5<sup>th</sup> Floor  
Columbia, South Carolina 29201**

- 1. Call to Order — Chairman Johnson**
- 2. Roll Call — Chairman Johnson**
- 3. Approval of Meeting Agenda (Action Required) — Chairman Johnson**
- 4. Prayer — Commissioner Dukes**
- 5. Pledge of Allegiance — Commissioner Spencer**
- 6. Approval of Minutes and Actions (Action Required)**
  - 6.1 January 31, 2025 Commission Minutes – **Chairman Johnson**
  - 6.2 Audit Committee Update – **Chairman Johnson**
- 7. Public Comment — Chairman Johnson**
- 8. Secretary of Transportation Report — Secretary Powell**
  - 8.1 Secretary of Transportation Report
  - 8.2 Legislative Update
- 9. New Business (Action Required) — Chairman Johnson**
  - 9.1 Approval of the Multimodal Transportation Plan—Deputy Secretary Quattlebaum
  - 9.2 Revision of the 2024-2033 STIP—Deputy Secretary Quattlebaum
  - 9.3 Revision of the 2024-2033 STIP —Deputy Secretary Necker
  - 9.4 Authorizing Resolution for FTA —Deputy Secretary Necker
  - 9.5 Changes to State Highway System—Deputy Secretary McCottry
  - 9.6 Ratification of Extensions—Deputy Secretary Perry
- 10. Old Business — Chairman Johnson**
- 11. Commissioner Comments — Chairman Johnson**
- 12. Executive Session Pursuant to SC Code 30-4-70(a)(2) to Discuss Contractual Matters Related to Project Agreements — Chairman Johnson**
- 13. Meeting Adjournment (Action Required) — Chairman Johnson**





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T. J. Johnson, Chair  
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Curtis M. Spencer, Commissioner  
J. Barnwell Fishburne, Commissioner  
Tony K. Cox, Commissioner

**DRAFT**

## **Commission Meeting** **Minutes and Actions**

**South Carolina Department of Transportation**

Friday, January 31, 2025 @ 9:00 AM

5th Floor Auditorium

### **Commissioners Present:**

Pamela L. Christopher, Chair  
Max Metcalf, Vice Chair  
TJ Johnson, Commissioner  
William B. Dukes, Commissioner  
J. Barnwell Fishburne, Commissioner  
Curtis M. Spencer, Commissioner  
Tony K. Cox, Commissioner

**The Chairwoman declared that a quorum was present.**

### **In addition, present at the meeting were:**

Justin P. Powell, Secretary of Transportation  
Karl McCottry, Deputy Secretary for Finance and Administration  
Jen Necker, Deputy Secretary for Intermodal and Freight Programs  
Rob Perry, Deputy Secretary for Engineering  
Leah Quattlebaum, Interim Deputy Secretary for Planning  
Barbara Wessinger, Chief Counsel  
Allen Hutto, Chief of Staff  
Mark LaBruyere: Director of Internal Audits

### **Action Taken:**

#### **1. Call to Order**

Chairwoman Christopher called the January 31, 2025 Commission meeting to order at 9:00 a.m.

#### **2. Roll Call**

The Chairwoman called the roll of the Commissioners and declared that a quorum was present.

#### **3. Approval of Meeting Agenda (Action Required)**

3.1 Approval of Meeting Agenda

Motion by: Commissioner Fishburne

Second by: Commissioner Dukes

#### **4. Prayer---Commissioner Cox**

#### **5. Pledge of Allegiance—Commissioner Fishburne**

## **6. Approval of Minutes and Actions (Action Required)**

### 6.1 December 5, 2024 Commission Meeting Minutes

Motion by: Vice-Chair Metcalf

Second by: Commissioner Cox

The Commission approved the December 5, 2024 meeting minutes.

### 6.2 Report Out of the Audit Committee Meeting

Committee Chairman Fishburne reported out on the December 5, 2024 Audit Committee noting that Mr. Tim Lyons with Mauldin & Jenkins presented the SCDOT Financial Audit. The review deemed a “clean” opinion on compliance for each major program. This is the 7<sup>th</sup> continuous year that SCDOT has received a “clean” opinion with no weaknesses or findings. Additionally, Internal Audit Services Staff presented the IAS Scorecard, Global Audit Standards, Engagement Updates, Management Action Plans and Direct Pay Activity. No Committee actions were taken.

### 6.3 December 5, 2024 Audit Committee Meeting Minutes

Motion by: Commissioner Cox

Second by: Commissioner Johnson

The Commission approved the December 5, 2024 Audit Committee Meeting minutes.

## **7. Public Comment**

The Commission received a comment from Erin Wessinger of R. Bettis Construction regarding a contractual issue.

## **8. Election of Officers (Action Required)**

### 8.1 Election of Chairman

Motion by: Commissioner Fishburne

Commissioner Fishburne nominated Commissioner TJ Johnson to serve as Chairman of the Commission. Chairwoman Christopher commented that a second motion was not necessary. Commissioner Johnson was elected by acclamation as Chairman of the Commission. He thanked his fellow commissioners for electing him.

### 8.2 Election of Vice Chairman

Motion by: Commissioner Cox

Commissioner Cox nominated Commissioner Bill Dukes to serve as Vice Chairman of the Commission. Chairwoman Commissioner stated that a second was not necessary. Commissioner Dukes was elected by acclamation as Vice Chairman of the Commission.

## **9. Secretary of Transportation Report**

### 9.1 Secretary of Transportation Report

Secretary Powell began by thanking Chairwoman Christopher and Vice-Chair Metcalf for their leadership, guidance, and support during his first year as Secretary. He also congratulated the newly elected Chairman Johnson and Vice-Chair Dukes in their respective roles and looks forward to continuing to work with them.

Secretary Powell recognized the LEAD participants in attendance at the meeting. He also acknowledged a 7<sup>th</sup> grade student, Ellison Scott who was “shadowing” his Mom, Kit Scott, the Lowcountry Corridor Program Engineer for SCDOT.

Secretary Powell began the Secretary of Transportation Report reporting there had been 981 traffic fatalities in calendar year 2024. There were 144 pedestrian fatalities, 32 bicycle fatalities, and 16 moped fatalities through December 31, 2024. The Agency will continue to focus on safety.

SCDOT continues to increase its Work Program. The current active construction program is at \$6.5 billion with potential to hit \$7.0 billion in the next few months. He reviewed the On-Time and On-Budget numbers for the Construction Program: 77% of the projects were on-time, 4% to be determined and 19% had been penalties assessed for not being on-time. The agency was tracking at 2.7% below the original bid.

There were approximately \$7.5 million in Change Orders greater than \$250,000 associated with approximately \$6.5 billion in active contracts for November 1-30, 2024. There were 8 projects with change orders related to field conditions, 2 projects related to utility issues, 1 project related to early completion incentive, and 1 project due to damage from Hurricane Helene. There was a request from the Commission to designate Bid/Build or Design/Build to the list of change orders.

Secretary Powell reported he authorized 12 emergency procurements, which were repairs required to bridges and roadways due to damage sustained during Hurricane Helene. Additionally, there were 3 emergency procurements for repairs needed on the roadway due to damage sustained during the November 6-7, 2024 storm event in District 7.

Secretary Powell reviewed the 10-Year Plan Accomplishments. He reported that more than 9,385 miles of paving have been addressed in every county of the state. It was also noted that 1126 miles have been addressed in the Rural Road Safety Program (RRSP) with a target of 1300 miles, creating a 20% reduction in fatal and serious injury crashes.

With the 10-Year target of 530 bridges, there have been 370 bridges advanced to construction to-date, including 22 emergency replacements, 257 completed, 91 with construction underway, 286 with design underway, and 100 bridges not started.

Secretary Powell provided an overview of the current Interstate Widening Program where 111 interstate miles have been advanced to construction. There are 65 miles completed, 46 miles in construction, 131 miles in design, and 213 miles in planning.

He reviewed the New Gas Tax Trust Fund as of November 30, 2024. He stated \$4.6 billion of revenue had been generated since July 1, 2017, and \$213 million had been transferred to the CTCs and the Department of Revenue based on statutory requirements, leaving \$4.4 billion available for road projects. Secretary Powell also reported the New Gas Tax Trust Fund was investing \$4.1 billion in pavements, \$351 million in rural road safety, \$293 million in interstate widenings, \$96 million in additional bridge projects, and \$63 million committed to Hurricane Helene Clean-up.

There were 13 surplus properties conveyed since the December 2024 Commission meeting, totaling \$5,000 in property sales.

He finished the report with accomplishments, to include the 2024 Adopt-A-Family Program, Midlands Connection, Carolina Crossroads, the 2025 Winter Storm Cora, and the 2025 Winter Storm Enzo.

## 9.2 Legislative Update

Legislative Director Ted Creech presented the Legislative Update, noting that the first regular session of the 126<sup>th</sup> South Carolina General Assembly convened on Tuesday, January 14, 2025. SCDOT is monitoring 110 “transportation” bills. The Governor’s State of the State was earlier this week, and he devoted part of his speech stressing the importance of bridge funding. One bill has been introduced that will affect our procurement exemption bill, adding additional items to our procurement authorities separate from State Procurement. Director Creech will continue to monitor and provide updates on the budget bills and transportation-related bills.

## 10. New Business (Action Required)

### 10.1 21-Day Public Comment

Motion by: Commissioner Cox

Second by: Commissioner Johnson

Deputy Secretary Quattlebaum requested the Commission’s approval to initiate the 21-day Public Comment Period and amend the 2024-2033 Statewide Transportation Improvement Program (STIP) for the addition of preliminary engineering, right-of-way, and construction phases of work for one new bridge replacement- S-46-832 over Branch of the Catawba River in York County. This bridge is closed and consistent with Commission Policy, automatically advances and ranked as a high priority project. The Commission approved the 21-Day Public Comment Period.

### 10.2 Revision of the 2024-2033 STIP

Motion by: Commissioner Cox

Second by: Commissioner Spencer

Deputy Secretary Quattlebaum requested the Commission’s approval for the Revision of the 2024-2033 Statewide Transportation to include six new projects into the SUATS MPO System Upgrade Urban Program.

The Commission approved the request.

### 10.3 Changes to the State Highway System

Motion by: Vice-Chair Metcalf

Second by: Commissioner Dukes

Deputy Secretary McCottry requested Commission approval of the additions, deletions, and revisions of the State Highway System and the authority to convey right of way to appropriate entities. This request includes 1 segment of the Primary Road System resulting in an addition of 0.482 centerline miles equating to 0.964 miles and includes 16 segments of the Secondary System resulting in an addition of 0.894 centerline miles equating to 1.788 lane miles.

The Commission approved the request.

### 10.4 Ratification of Extensions

Motion by: Commissioner Johnson

Second by: Commissioner Dukes

Deputy Secretary Perry requested that the Commission ratify extensions on 5 projects totaling \$2,134,356.89.

The Commission approved the request.

## 11. Old Business

There was no old business to discuss.

**12. Commissioner Comments**

The Commissioners gave their comments.

**13. Meeting Adjournment (Action Required)**

Motion by: Vice-Chair Metcalf

Second by: Commissioner Dukes

The meeting adjourned at 10:05 a.m.

The January 31, 2025, minutes were approved by the Commission at the March 20, 2025 meeting.

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T. J. Johnson, Chair

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Submitted by:  
Karl McCottry  
Secretary to the Commission





**MEMORANDUM**

**To:** South Carolina Department of Transportation  
**From:** T. J. Johnson, Chairman  
**Date:** March 12, 2025  
**RE:** 2025 Commission Audit Committee Membership

Pursuant to Article VI of the Commission Bylaws, I hereby appoint Commissioner Curtis Spencer to serve as chair of the Commission Audit Committee. I further appoint Commissioner Britt Blackwell and Commissioner Sel Hemingway as members of the committee.

The purpose of the Audit Committee is to receive information reviews and audits of the agency that are undertaken by the Office of Chief Internal Auditor (OCIA) that reports to the State Auditor. The role of OCIA is to provide independent and objective assurance to assist the Commission in determining that SCDOT's risk management, governance and internal control processes are operating effectively and efficiently.

ec: Justin P. Powell, Secretary of Transportation  
Sue Moss, Interim State Auditor  
Mark LaBruyere, Director of Internal Audit Services







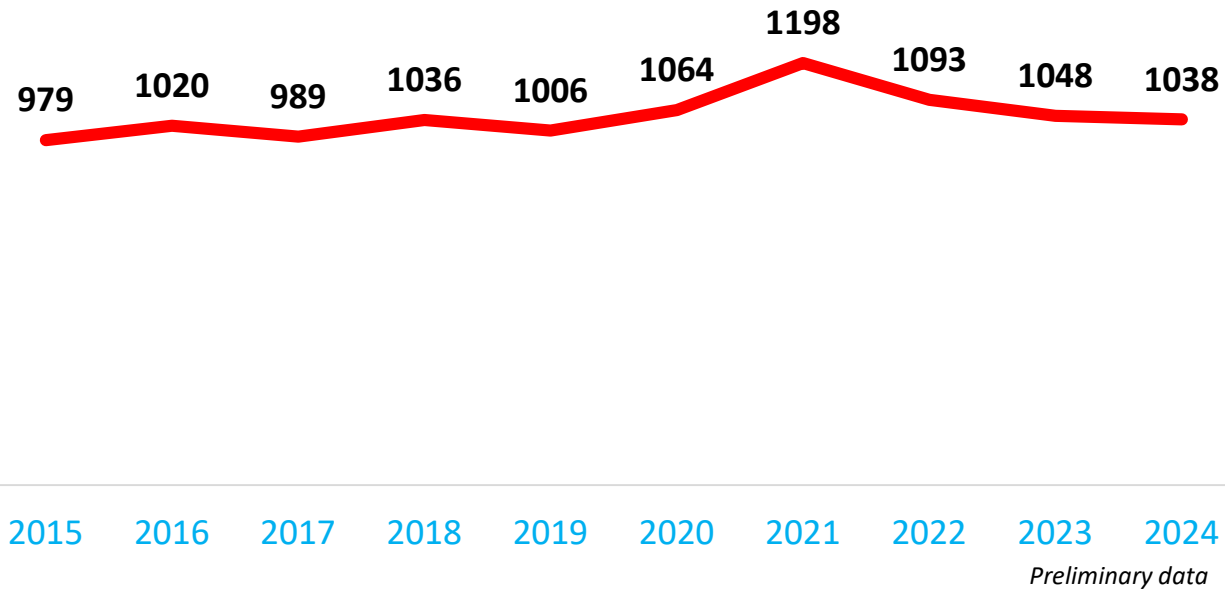
# SECRETARY OF TRANSPORTATION REPORT



**JUSTIN POWELL**  
March 20, 2025

# SC Highway Safety Statistics

Traffic Fatality Trends in SC



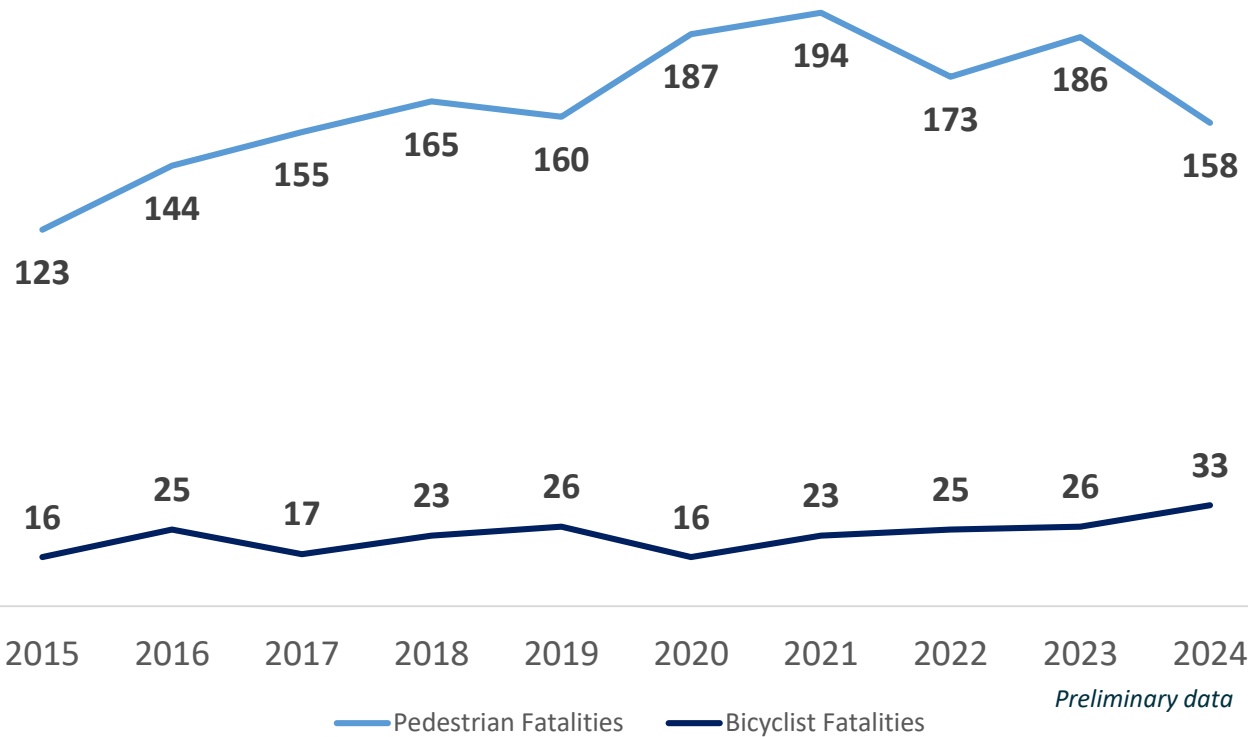
## 2025 Traffic Fatalities

122

Through March 11, 2025

# SC Highway Safety Statistics

## Bike/Ped Fatality Trends in SC



## 2025 Pedestrian, Bicycle & Moped Fatalities



**26**

Pedestrians



**2**

Bicyclists

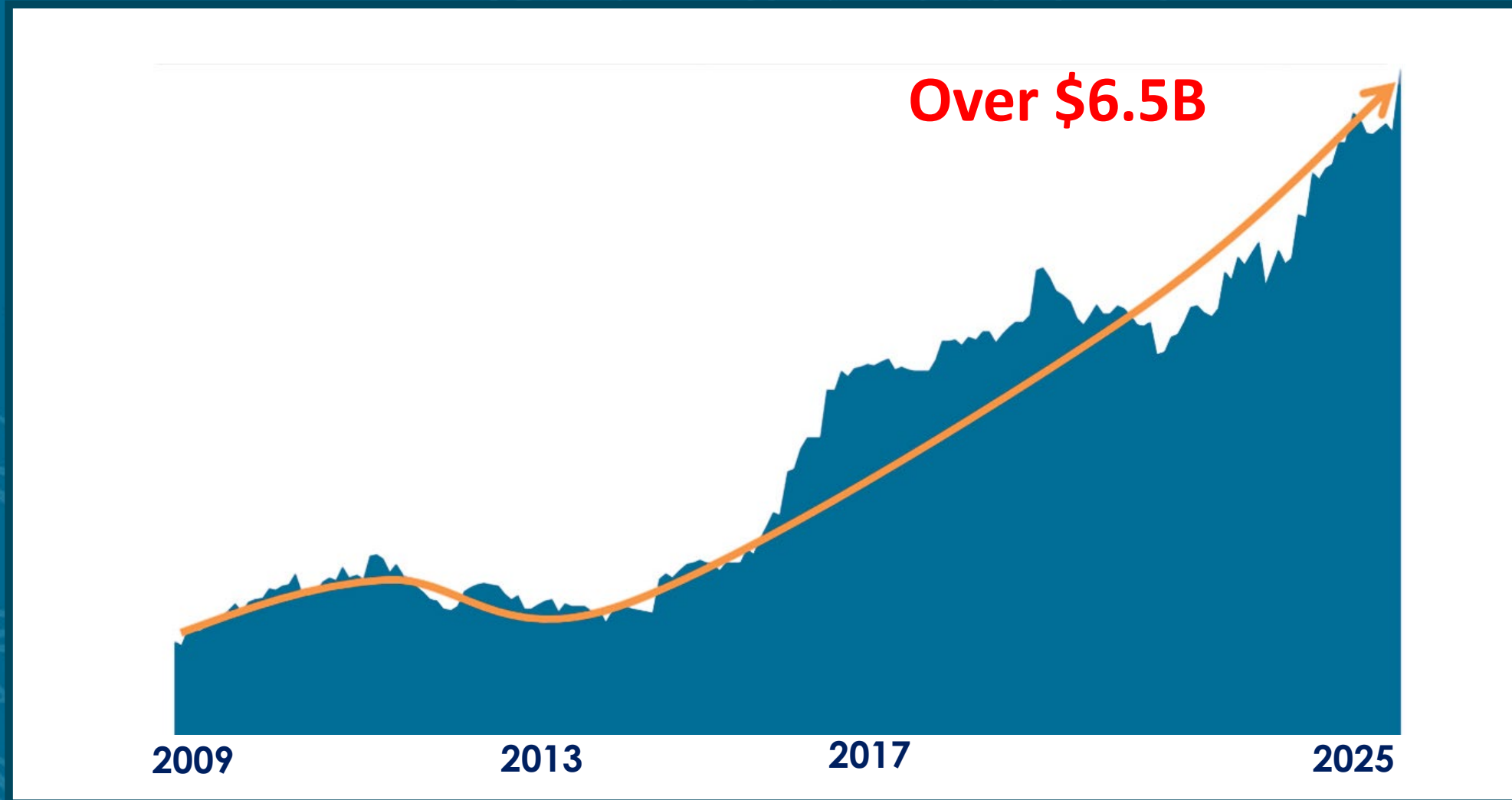


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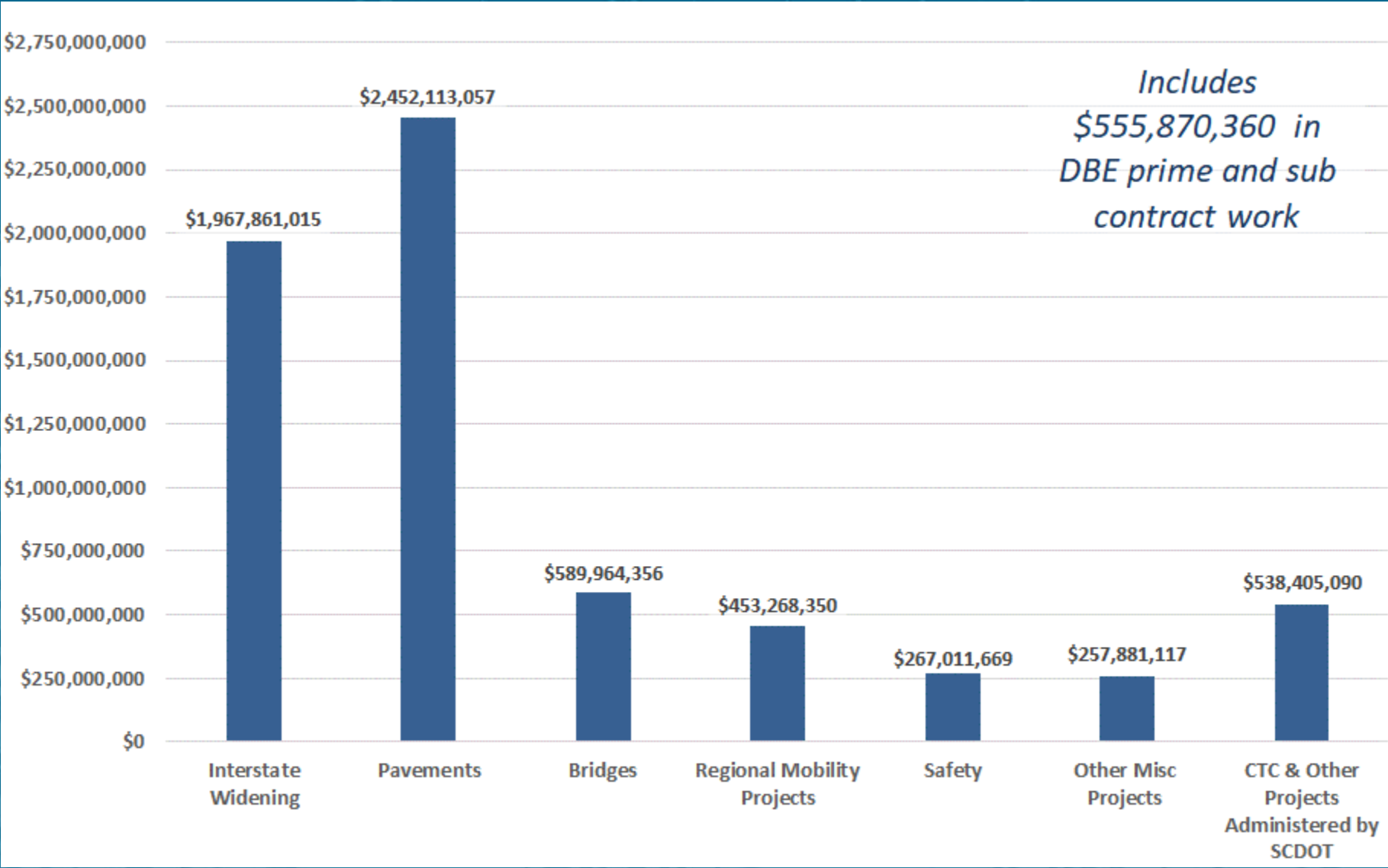
Moped

Through March 11, 2025

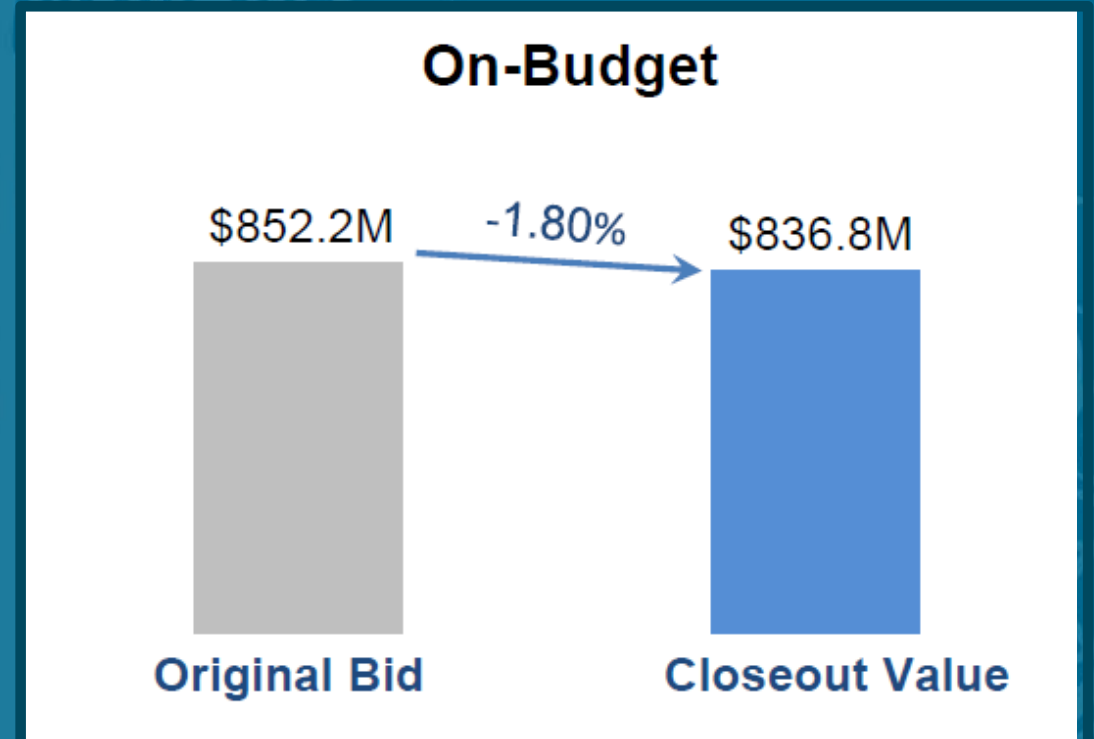
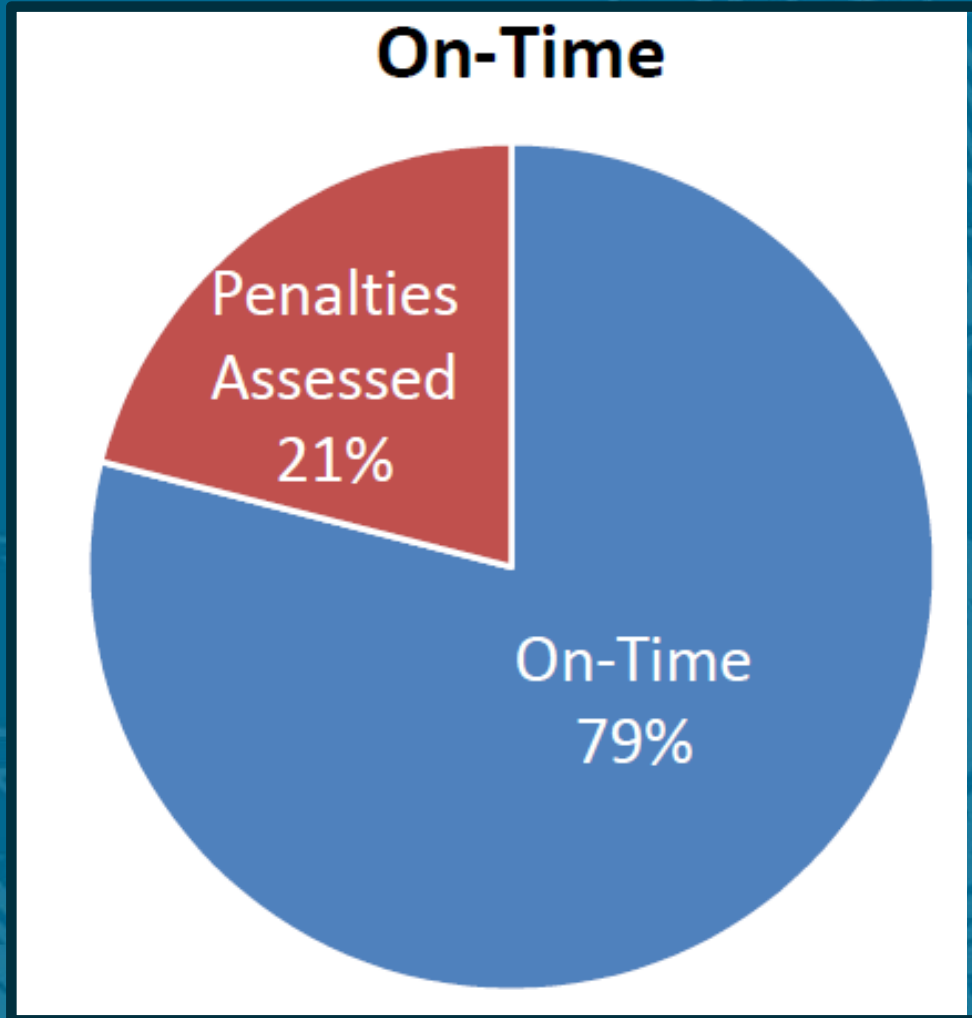
# SCDOT has Dramatically Increased its Work Program



# SCDOT's \$6.5 Billion Construction Program



# Construction Program





# Change Orders

For the period January 1, 2025 through February 28, 2025, there was a total of \$13.57 million in Change Orders greater than \$250,000 associated with \$6.5 billion in active contracts.

# Change Orders >\$250,000

*(Design/Build and Field Conditions)*

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
<b>January/February 2025</b>			
<b>Bridge Replacement Package 16 - Pickens County (Design-Build)</b>	Palmetto Infrastructure, Inc.	\$31,927,317.15	\$363,909.02
Remarks: Inclusion of a gabion wall on SC-183 over Gregory Creek in order to allow construction of the new bridge to be on-alignment with a full closure and detour and reduction in construction time.			
<b>I-26 Widening (MM 85-101) - Lexington, Newberry, &amp; Richland Counties (Design-Build)</b>	Archer-United Joint Venture	\$421,000,000.00	\$375,923.63
Remarks: Construction of a pass-through lane at the WB weigh station between the new digital scale and the interstate as requested by DPS.			
<b>US-17A Safety Improvements - Dorchester County</b>	Banks Construction Company	\$15,999,217.43	\$2,632,000.00
Remarks: Additional costs associated with increasing the quantities of Borrow Excavation due to an underestimation in the plans.			

# Change Orders >\$250,000

(Other)

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
<b>January/February 2025</b>			
<b>I-26 Widening (MM 125-136) - Calhoun &amp; Lexington Counties</b>	C.R. Jackson, Inc.	\$348,132,927.19	\$898,981.00
Remarks: Additional costs associated with obtaining updated pile driving criteria and coordinating index pile driving to the new criteria. This information was not in the original plans but is necessary to provide adequate capacities for the bridge foundations on the project.			
<b>US-25 Safety Improvements - Greenville County</b>	Palmetto Corporation of Conway	\$52,912,030.58	\$1,404,949.15
Remarks: Design and construction of a crossover to use during demolition and replacement of the decks on the US-25 bridges over the N. Saluda River and S-119 (River Rd.) in order to allow construction operations to be performed without maintaining traffic on the bridges.			
<b>I-95 (MM 68-84) Rehabilitation - Dorchester County</b>	Blythe Construction, Inc.	\$51,541,202.20	\$4,483,746.75
Remarks: Additional 10" concrete patching required to repair the roadway prior to overlaying with asphalt.			

# Change Orders >\$250,000

(Hurricane Helene)

Project	Company	Total Bid Amount	Change Order Amount
<i>The Change Orders below reflect additional scope or adjustments made to account for unexpected field conditions encountered during construction.</i>			
<b>January/February 2025</b>			
<b>SC-70 Emergency Repairs - Orangeburg County</b>	Palmetto Sitwork Services, LLC	\$2,249,607.42	\$439,993.00
Remarks: Additional repairs required due to Hurricane Helene. 3 additional locations along SC-70 requiring repair were identified after construction had begun and additional inspections could be performed.			
<b>2024-2025 Non-Interstate Guardrail Repair - District 2</b>	Bagwell Fence Company, Inc.	\$959,997.00	\$1,992,795.75
Remarks: Guardrail repairs required due to damage from Hurricane Helene.			
<b>2024-2025 Non-Interstate Guardrail Repair - District 3</b>	Bagwell Fence Company, Inc.	\$1,675,073.00	\$981,962.80
Remarks: Guardrail repairs required due to damage from Hurricane Helene.			

# Emergency Procurement 2025

Project	County	Contract Value
<b>Bridge Repairs on S-8-62 College Park Road over I-26</b>	Berkeley	\$1,500,000.00
Remarks: Repairs required due to an impact that occurred on February 6, 2025.		

# 10-Year Plan Accomplishments

## RURAL ROAD SAFETY

The completed projects have seen a 20% reduction in Fatal and Serious Injury crashes

**1142 miles**



## PAVING

Paving projects are being accomplished in every county of the State

**>9620 miles**



## BRIDGES

Bridges must continue to be a major focus and an area for additional investment

**394 bridges**



## INTERSTATES

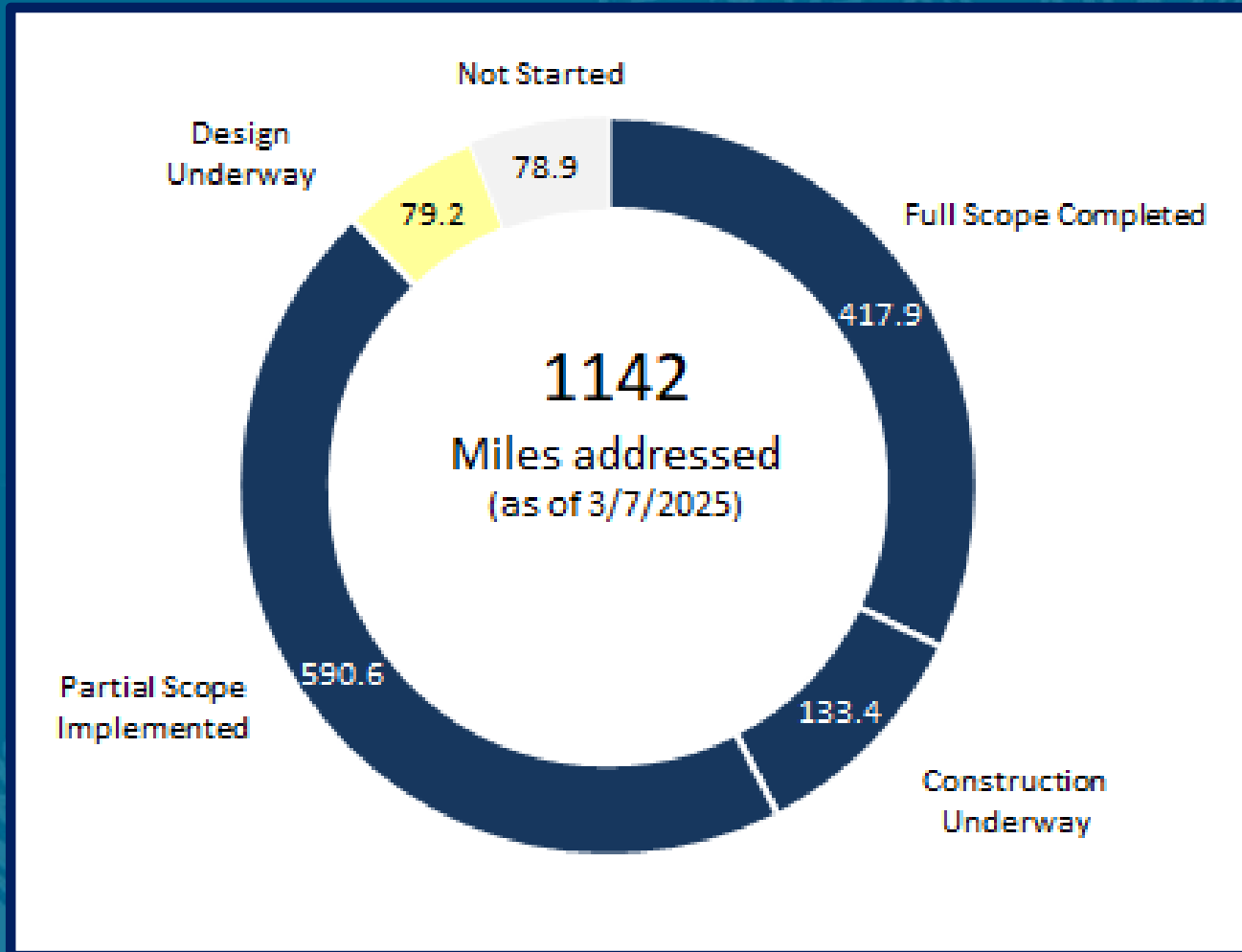
Work is underway on nearly every interstate in the State

**111 miles**



# Rural Road Safety Program

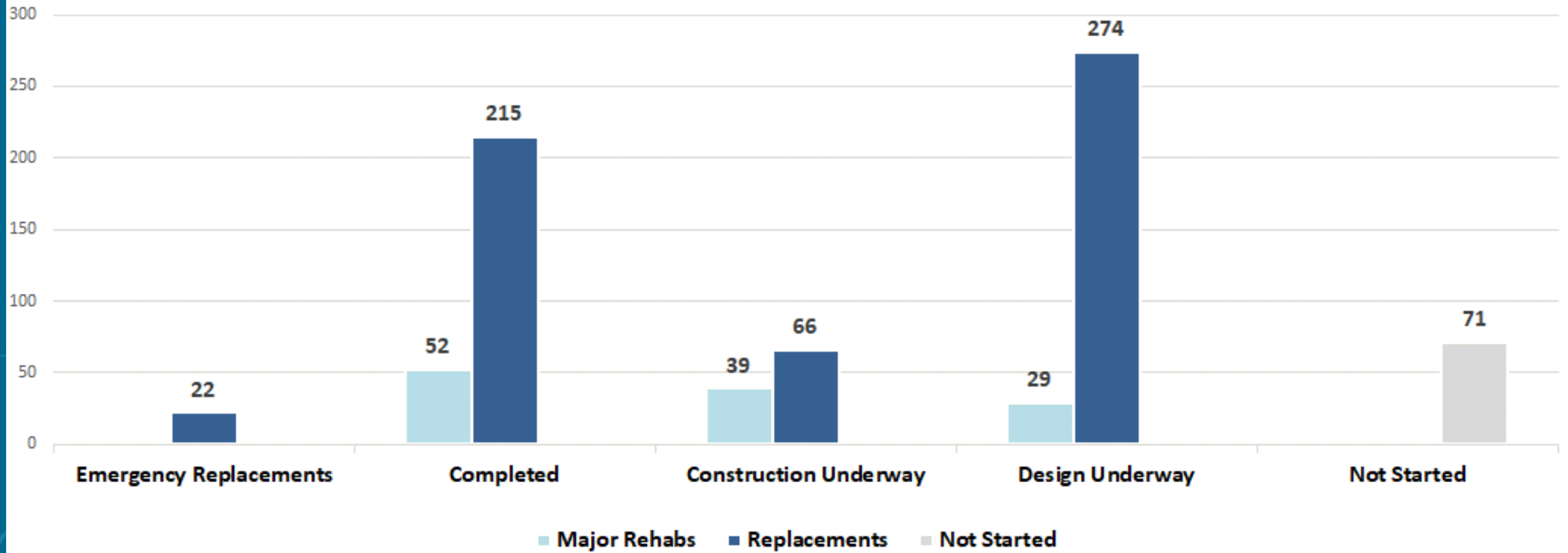
10-Year Target: 1300 miles



**20% Reduction in  
Fatal and Serious  
Injury Crashes**

# Bridge Program

**10-Year Target: 530 Bridges**







# INTERSTATE MODERNIZATION



COMPLETED	IN CONSTRUCTION	DESIGN	PLANNING
65 Miles	46 Miles	131 Miles	213 Miles

# New Gas Tax Trust Fund



## Monthly Account Statement through January 31, 2025

	For the Month of January 2025	State Fiscal Year 2025 Year-To-Date	Cumulative Since July 1, 2017
<b>Deposits (Revenues):</b>			
Motor Fuel (@ 12 cents per gallon)	\$ 33,935,373.74	\$ 244,184,079.88	\$ 2,044,807,601.14
International Fuel Tax Agreement (note 1)		\$ (4,407,003.50)	\$ (30,374,937.17)
Infrastructure Maintenance Fee (note 2)	41,185,650.80	\$ 114,484,282.50	\$ 2,000,672,718.84
Registration Fees	7,970,981.15	\$ 52,665,900.64	\$ 314,401,472.40
Sales and Use Tax - Max Tax	740,456.29	\$ 4,379,190.53	\$ 39,546,381.00
Road Use Fee	4,740,773.87	\$ 16,047,087.84	\$ 117,039,531.71
Miscellaneous Interest Earned		\$ -	\$ 943.20
Unclaimed Tax Credit		\$ 15,000.00	\$ 161,560,099.03
Investment Earnings	3,514,528.41	\$ 28,086,123.53	\$ 129,932,621.04
<b>Total Deposits (Revenues) Received to Date</b>	<b>\$ 92,087,764.26</b>	<b>\$ 455,454,661.42</b>	<b>\$ 4,777,586,431.19</b>
<b>Statutory Required Payments</b>			
County Transportation Program (CTC) Transfers		\$ (20,500,000.00)	\$ (151,321,708.35)
Income Tax Credit Transfers to Department of Revenue	-	\$ -	\$ (62,063,044.96)
<b>Total Statutory Required Payments to Date</b>	<b>-</b>	<b>(20,500,000.00)</b>	<b>(213,384,753.31)</b>
<b>Net Amount Available for Road Projects</b>			<b>\$ 4,564,201,677.88</b>

# New Gas Tax Trust Fund



## Committed Projects

	Development	Construction	Total
Paving	\$193,040,357.40	\$4,093,214,989.82	\$ 4,286,255,347.22
Rural Road Safety	\$36,615,188.81	\$312,939,884.34	349,555,073.15
Interstate Widening	\$0.00	\$293,162,744.09	293,162,744.09
Additional Bridge Projects	\$14,200,799.05	\$72,421,260.37	86,622,059.42
Hurricane Helene	\$111,001,415.00	\$10,198,513.76	121,199,928.76
<b>Total Project Commitments Made to Date</b>	<b>\$354,857,760.26</b>	<b>\$4,781,937,392.38</b>	<b>\$ 5,136,795,152.64</b>

	For the Month of January 2025	State Fiscal Year 2025 Year-To-Date	Cumulative Since July 1, 2017
<b>Road Project Payments</b>			
Vendor Payments Made for Completed Work	\$ (51,588,118.33)	\$ (475,180,141.89)	\$ (3,086,758,792.38)
Pending Vendor Payments			\$ (2,050,036,360.26)
<b>Trust Fund Cash Balance</b>			
Total Revenues Received Since July 1, 2017			\$ 4,777,586,431.19
Total Payments Made Since July 1, 2017			(3,300,143,545.69)
<b>Cash Balance to Fund Pending Vendor Payments</b>			<b>\$ 1,477,442,885.50</b>

### Notes:

- 1 The International Fuel Tax Agreement (IFTA) redistributes diesel fuel tax paid by interstate motor carriers when fuel is purchased in South Carolina to states where actual miles were driven.
- 2 Includes approximately \$150M annually in funds that were previously deposited into SCDOT's main operating account.

# Surplus Property

County	Road/Route	Whom Conveyed	Sales Price
Beaufort	US Route 278	Town of Hilton Head Island	gratis
Berkeley	S-136	Charleston Land Partners, LLC	\$25,000.00
Charleston	US Route 17A Bypass	Town of Summerville	gratis
Horry	S-623	City of North Myrtle Beach	gratis
Orangeburg	S-1100	City of Orangeburg	gratis
Richland	I-26/I-126/I-20	SC Columbia Jamil, LLC	gratis
<b>Total</b>			<b>\$25,000.00</b>

# Accomplishments

## Cannons Campground Road Bridge

SCDOT is accelerating the replacement of the bridge on Cannons Campground Road in Spartanburg County, and it is expected to be completed within a year.



## Scout Groundbreaking

On February 3, SCDOT held a groundbreaking for the new Scout Motors I-77 Interchange. This project will serve the future Scout Motors Manufacturing facility and provide access for future economic development in Blythewood.

## College Park Road Bridge

SCDOT completed paving work on the College Park Road Bridge over I-26 in Berkeley County on February 26 after expediting repairs when the overpass was struck during a crash. Thanks to continuous effort by the D6 Bridge Maintenance Team, the damaged beam was replaced and all lanes are open.



# Legislative Update



# SECRETARY OF TRANSPORTATION REPORT



**JUSTIN POWELL**  
March 20, 2025

**2024-2033 Statewide Transportation Improvement Program (STIP)**  
Public Comment Summary

**Comment Period:** January 31 to February 20, 2025

On January 31, 2025, the SCDOT Commission approved the amendment of the 2024-2033 Statewide Transportation Improvement Program (STIP) to include the following projects. In accordance with SCDOT's STIP Administration Process and public involvement practices, SCDOT requested public comments on these projects for a twenty-one-day period, from January 31 to February 20, 2025.

**1. Amendment to replace a bridge in York County**

The South Carolina Department of Transportation sought public comment on the action to amend the Statewide Transportation Improvement Program to include a bridge replacement project in York County. This project will include preliminary engineering, right of way, and construction work to replace the bridge on S-832 over a Branch of the Catawba River in York County. The purpose of the project is to address the structural deficiencies of the existing bridge, which is closed to traffic. The cost for preliminary engineering, right of way, and construction work is \$3.7 million.

SCDOT received one comment and provided the following response.

<b>Comment</b>	I approve and support SCDOT's STIP Amendment.
<b>Response</b>	Thank you for responding to the South Carolina Department of Transportation's request for public comments. We invite you to continue providing input about transportation projects in your community. Information about upcoming SCDOT project comment periods and public meetings is available at this link: <a href="https://www.scdot.org/projects/public-comment-notices.html">https://www.scdot.org/projects/public-comment-notices.html</a> .







# MOMENTUM 2050

Commission Meeting

March 20, 2025



# Momentum 2050

**MTP**

- The Multimodal Transportation Plan sets the vision for the next 20+ years

**TAMP**

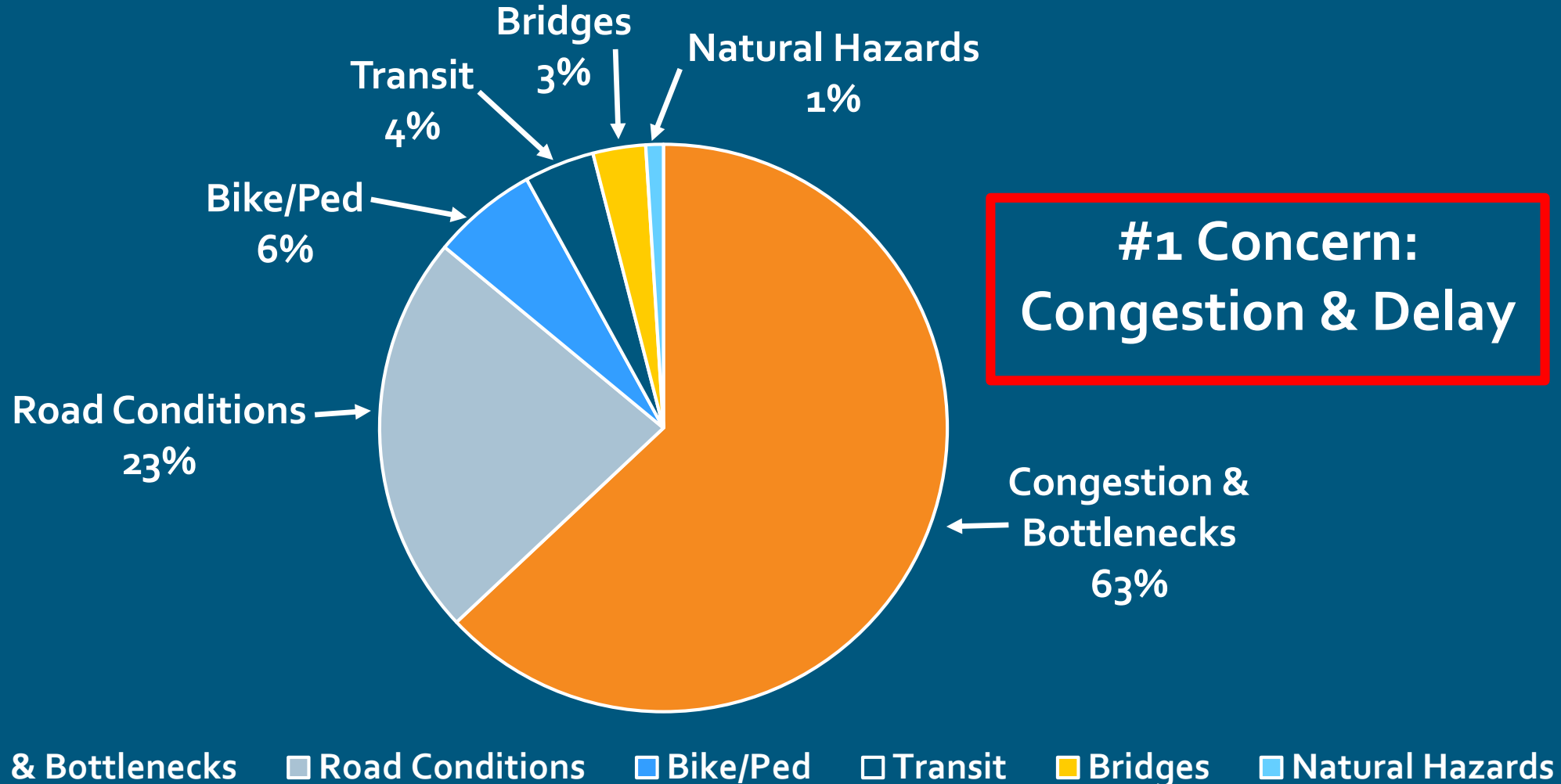
- The Transportation Asset Management Plan sets the goals and investment levels for the next 10 year plan

**STIP**

- The Statewide Transportation Improvement Plan allocates funding to projects

# Public Survey

Which is most likely to impact your daily travel?



# Emerging Trends



GROWING  
PORT



CHANGING  
DEMOGRAPHICS







CHANGING  
TECHNOLOGY

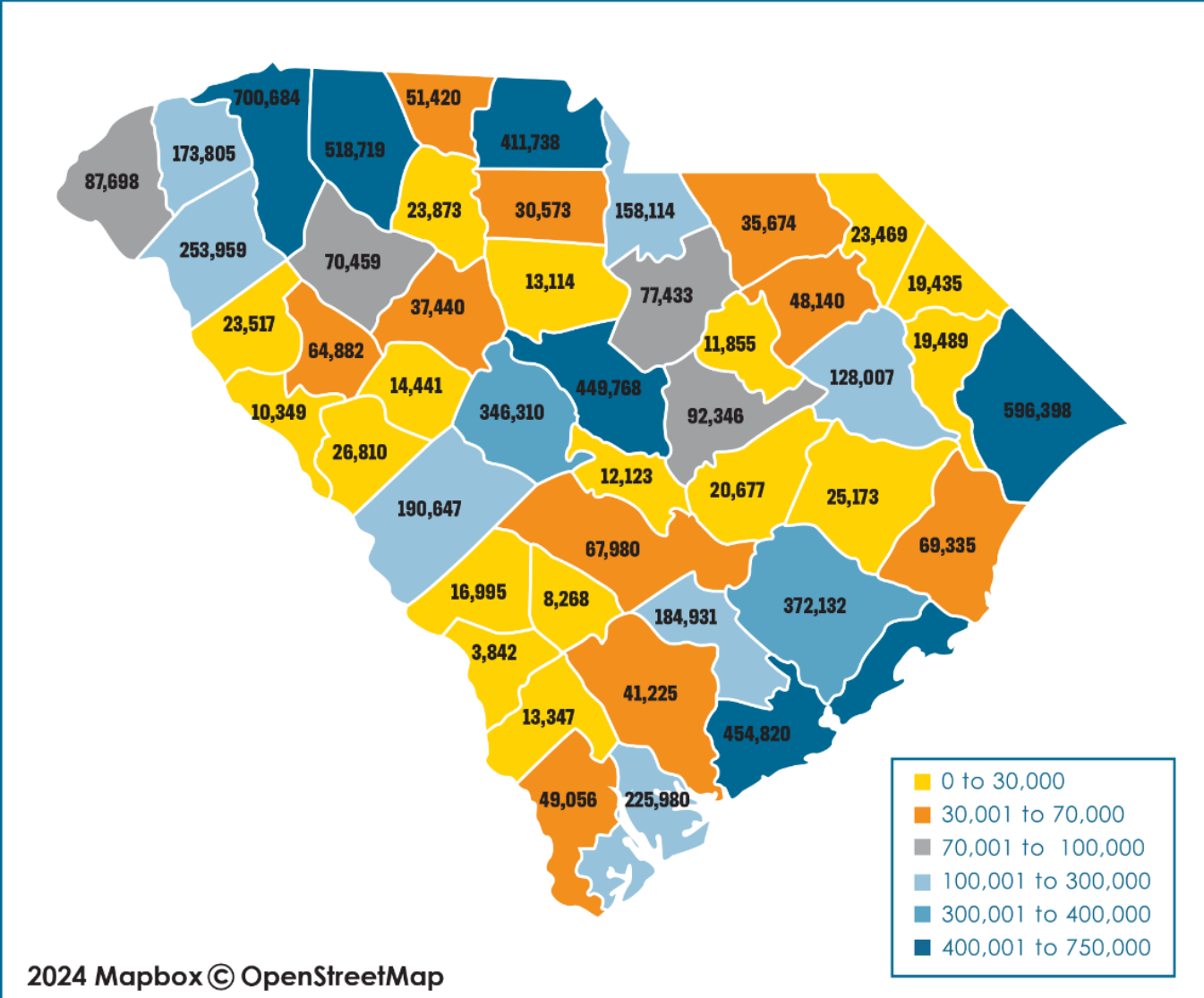
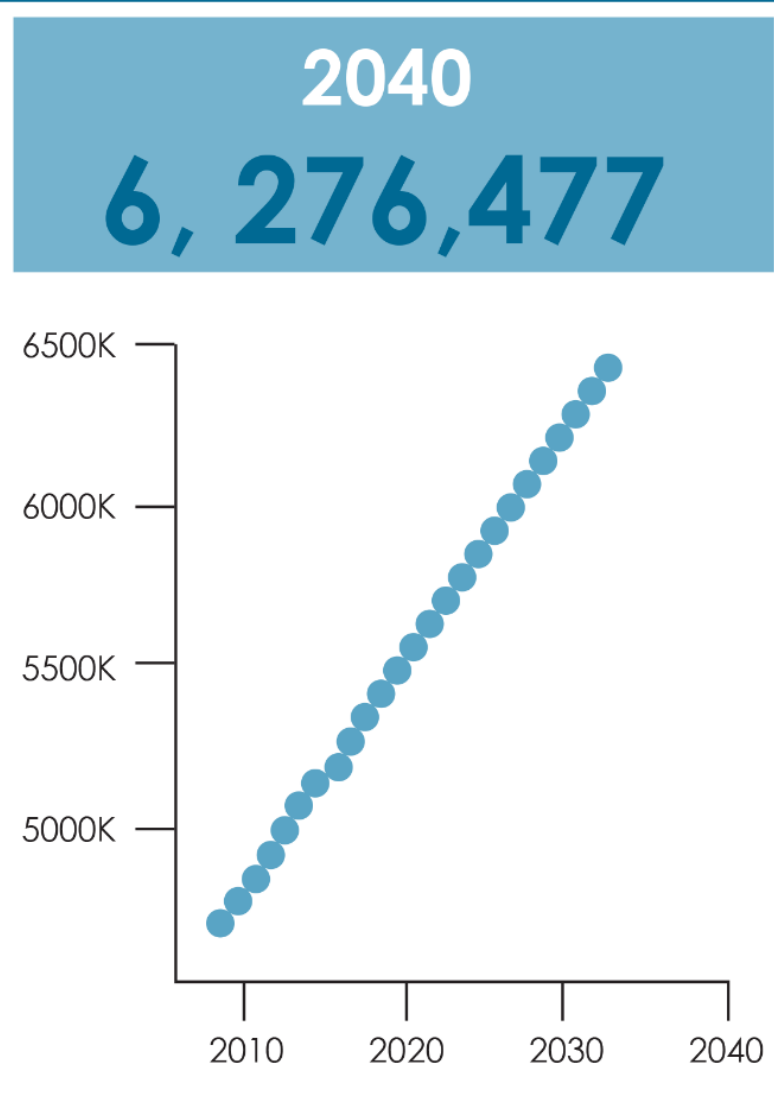


# Anticipated Cargo Volumes

SC PORTS CAPACITY IS WELL PLANNED  
FOR THE FUTURE

	2024 <i>TEUs in millions</i>	2033 <i>TEUs in millions</i>	2040 <i>TEUs in millions</i>	2050 <i>TEUs in millions</i>
<b>WANDO WELCH TERMINAL</b> 	2.4	2.4	2.4	2.4
<b>HUGH K. LEATHERMAN TERMINAL</b> 	0.7	<u>2.4</u>	2.4	2.4
<b>NORTH CHARLESTON TERMINAL</b> 	0.5	0.5	<u>2.4</u>	<u>5.2</u>
<b>TOTAL</b> 	<b>3.6</b> MILLION TEUS	<b>5.3</b> MILLION TEUS	<b>7.2</b> MILLION TEUS	<b>10</b> MILLION TEUS

# RFA Population Projections



# EVs Are a Small Part of the Fleet, but Rapidly Growing



**3.6%**

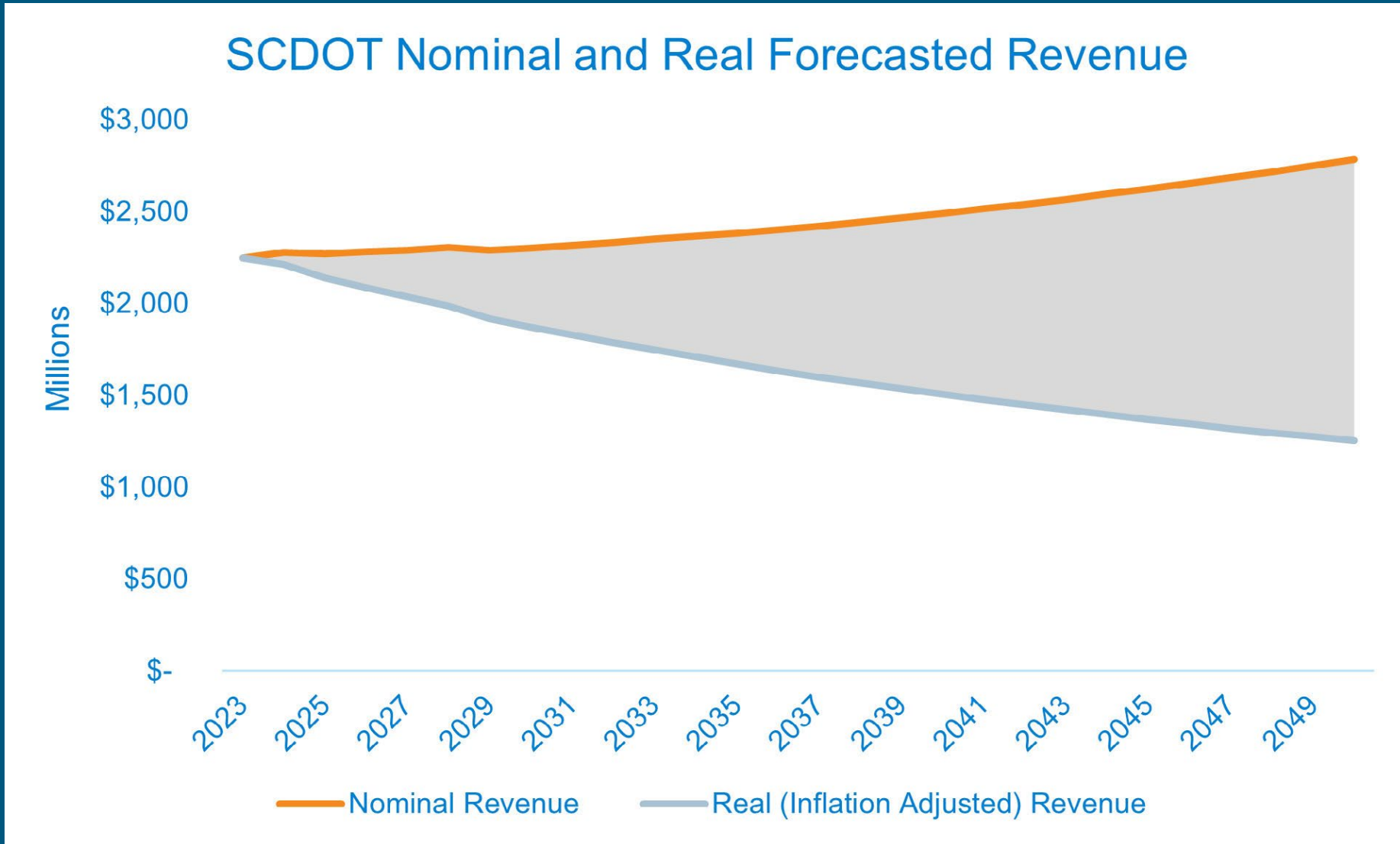
122,000 Hybrids and EV's out of 3.4M Registered Vehicles

**22%**

Average increase in total number of EVs and Hybrids added to our roads since 2020



# Trending Revenue Forecast



# Vision and Goals

The vision of *Momentum 2050* aims to move South Carolina forward economically as it grows.



**Continue System Recovery**



**Support Freight Movement**



**Address Urban and Rural Mobility**



**Deepen Multimodal Partnerships**

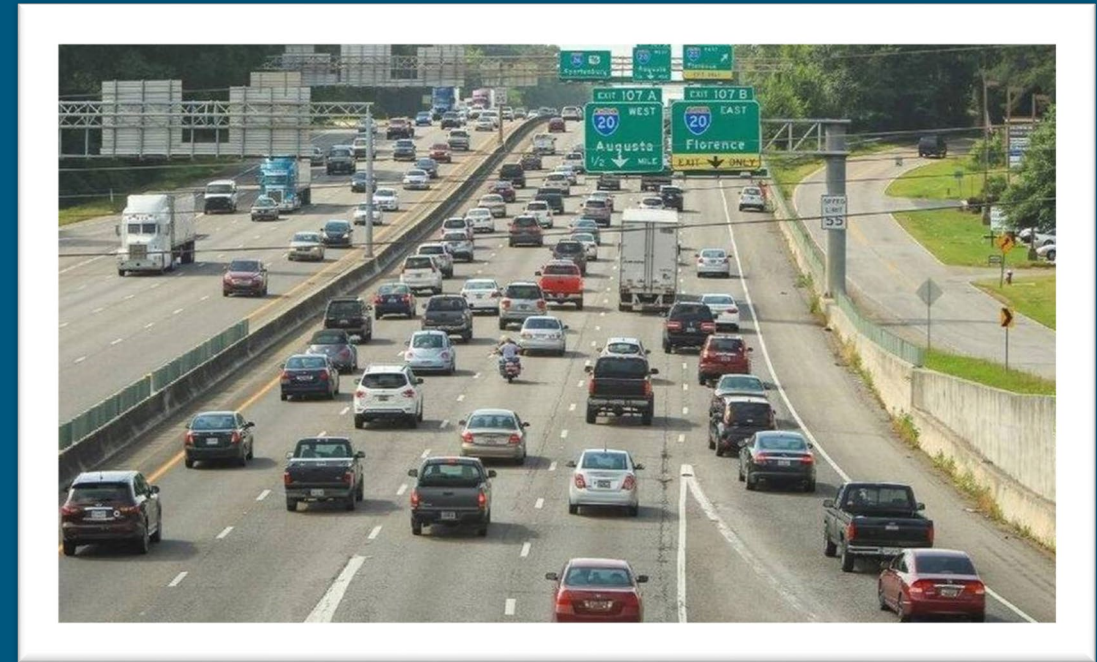
# Continue System Recovery

- Continue pavement recovery.
- Enhance bridge investment to address aging inventory.
- Reduce South Carolina's fatality rate.



# Support Freight Movement

- Accelerate rural interstate investment to widen remaining rural segments.
- Invest in an urban interstate congestion program to improve reliability on major urban corridors.
- Establish a rural off-interstate NHS Improvement Program.



# Address Urban and Rural Mobility

- Continue effort to improve Regional Mobility Program to address rural and urban projects for local congestion and access needs.
- Focus on efforts like signal retiming to improve operation of the existing network.
- Refocus transit on workforce development.

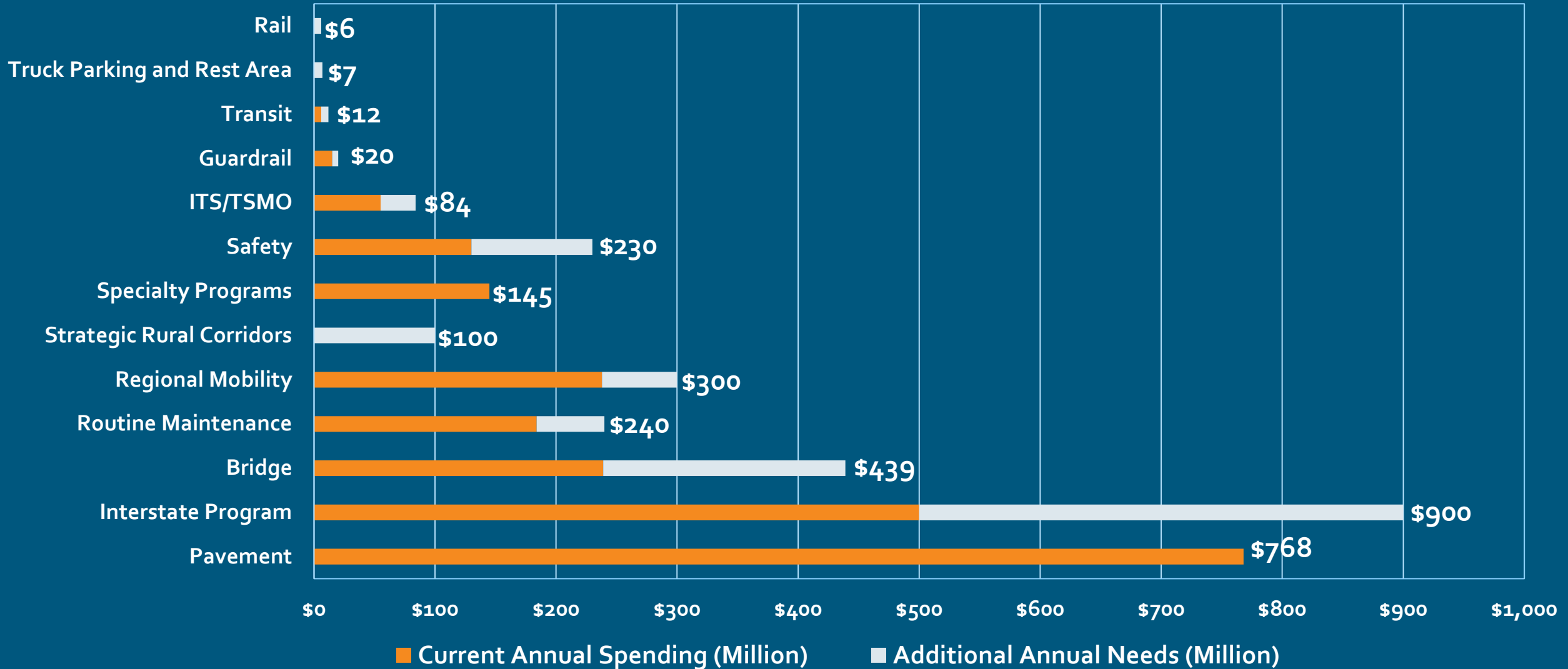


# Deepen Multimodal Partners

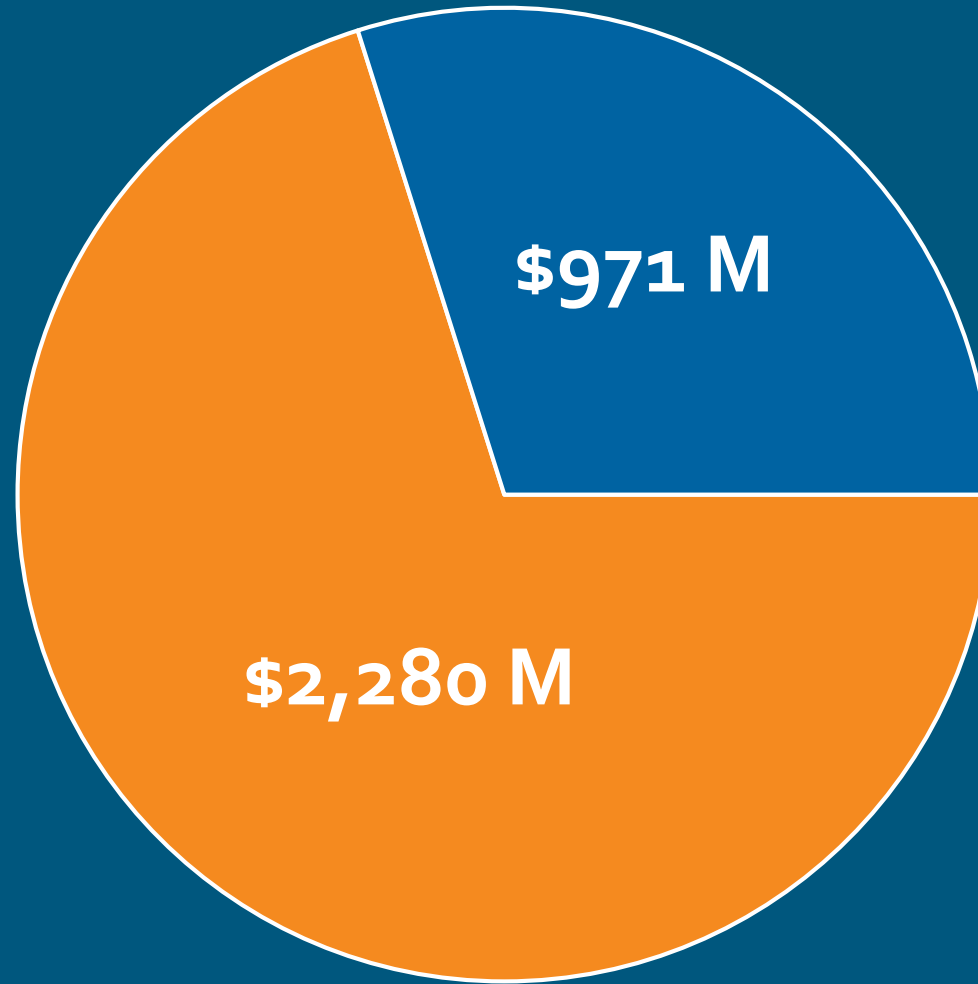
- Support Port Authority's efforts to establish expanded capacity at existing and planned terminals.
- Seek ways to optimize freight rail operations in partnership with Class I and Class III railroads.



# Current Spending and Future Needs



# Future Annual Needs = \$3,251



**30% Gap**

■ Current Spending

■ Additional Needs



# Next Steps



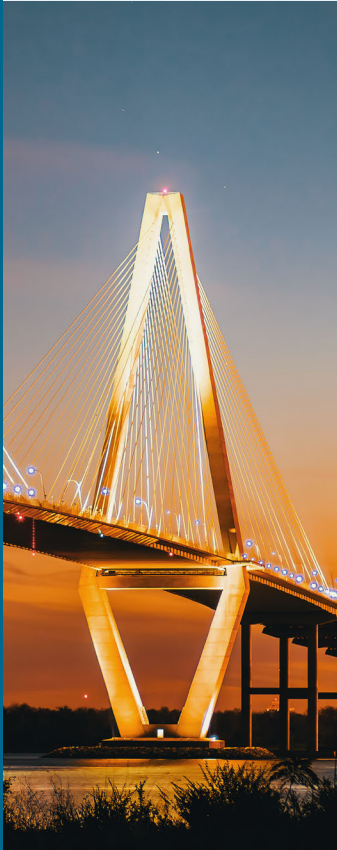
**PUBLIC COMMENTS**



# Commission Motion for Consideration

*In accordance with South Carolina Code, SECTION 57-1-370 (A), the Commission approves the adoption of MOMENTUM 2050, the Statewide Multimodal Transportation Plan. The plan is to be open for 30 days of public comment with any substantive comments to be provided to the Commission for its consideration.*





# MOMENTUM 2050 MOVING SOUTH CAROLINA FORWARD

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February 2025

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# CHAPTER 1

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## INTRODUCTION

# CHAPTER 1: INTRODUCTION

Welcome to *Momentum 2050*, the South Carolina Department of Transportation's (SCDOT) plan for moving South Carolina forward. In South Carolina, we face many changes. Shifts—in population, communities, businesses, environment, safety, and travel behavior—affect how people and goods move throughout our state. It is important that the state proactively plan to address these changes and disruptions so that we can deliver a multimodal transportation system that maximizes the safety of people, protects the environment, and supports our economy.

*Momentum 2050* is SCDOT's plan for the future of the state's multimodal transportation network. The document is a statewide plan for all users, all modes, and any area that has a role in South Carolina's transportation system. SCDOT evaluates the transportation system, what is changing, and how to improve it over the next decades. *Momentum 2050* does not choose specific projects or decide what will be built where, but rather produces strategies and policies that will help SCDOT prioritize projects that will help achieve its vision. SCDOT updates the plan every five years as the agency makes progress toward its goals and as conditions change.

The vision of *Momentum 2050* aims to move South Carolina forward economically as it grows.

Much has changed in South Carolina and the world since South Carolina's *2040 Statewide Multimodal Transportation Plan*, which was last updated in 2020. South Carolina has made progress on critical transportation issues that were facing the state. Building on the foundation of this progress, *Momentum 2050* focuses on achieving several key transportation priorities, which include:



**Improving rural road safety:** SCDOT is moving the needle on rural road safety. Since 2017, 1,116 miles of safety projects were completed by SCDOT and it has resulted in a 20% reduction in Fatal and Serious Injury crashes and a 49% reduction in road departure crashes on completed projects.



**Investing in pavement improvements:** Since 2017, SCDOT has invested in and completed paving projects in every county in the State, covering over 8,800 miles.



**Improving Interstates:** Work is underway on nearly every interstate in the State. Since 2017, SCDOT has initiated improvements on 109 miles of interstate highway in all corners of South Carolina.



**Preserving state-owned bridges:** Bridges continue to be a major focus and an area for additional investment for SCDOT. Since 2017, SCDOT has invested in 360 bridges across the State and is well on the way to improving a total of 500 bridges.<sup>1</sup> Based on recent federal discretionary grant awards and future investments from the General Assembly, a new bridge condition target will be determined. SCDOT has set up bridge maintenance units in each district to complement construction activities and will continue to emphasize bridge investment in the coming years.

1. Numbers in this section are from the September 2024 South Carolina Department of Transportation Commission meeting.

The chapters that follow this Introduction will progress from the Vision, Goals, and Objectives for the state's transportation in Chapter 2 to the policies and strategies to achieve this vision in Chapter 7. Specifically, *Momentum 2050* includes the following seven chapters:

**Chapter 1 – Introduction:** Sets the stage for *Momentum 2050*, providing a context in the progress that the state has already made, SCDOT's partners in transportation, and state and federal requirements for *Momentum 2050*.

**Chapter 2 – Vision, Goals, and Objectives:** Provides the overarching strategic direction which includes the vision, goals, objectives, and performance measures that form the foundation of *Momentum 2050*.

**Chapter 3 – Existing Conditions:** Examines the existing extent, size, usage, and conditions of South Carolina's multimodal transportation network as they are today.

**Chapter 4 – Emerging Trends:** Explores critical and emerging trends and disruptions that may shape the future of transportation in South Carolina.

**Chapter 5 – Multimodal Needs Analysis:** Examines where SCDOT may be able to strategically focus its spending to meet the state's most important transportation needs.

**Chapter 6 – Revenue Forecast:** Forecasts federal and state transportation revenue, accounting for the many trends that impact the revenue forecast, like population, inflation, motor vehicles' fuel efficiency, and adoption of electric vehicles.

**Chapter 7 – Implementation Strategies:** Discusses the policies and strategies that will guide decision making to achieve South Carolina's transportation priorities.

## Successes for South Carolina

To understand where South Carolina's transportation system is headed, we should first look back at what South Carolina has accomplished.

Starting in 2017, state policymakers have provided additional funds to address South Carolina's urgent transportation needs, first through the 2017 Roads Bill, which provided an additional \$600 million in annual funding, and then through \$453 million in the one-time American Rescue Plan Act in 2022. Additional federal funding from the Infrastructure Investment and Jobs Act (IIJA), which the South Carolina General Assembly supported with \$120 million in matching funds, has also contributed to the increase. SCDOT developed a 10-Year Plan, which the agency has been implementing, to build projects that help put the system back into a state of good repair. To this end, SCDOT has dramatically increased its construction project work program, from \$1 billion in 2009 to over \$6.2 billion in 2024, as shown in [Figure 1](#).

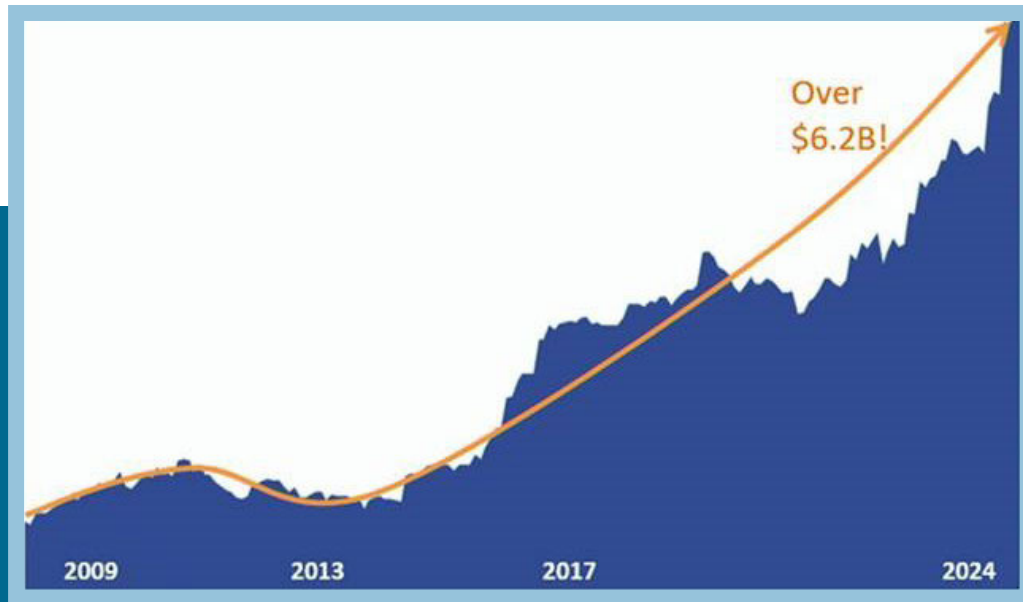


Figure 1: SCDOT Work Program between 2009 and 2024

SCDOT has delivered results and raised the bar from its most recent 10-Year Plan, adopted in 2018. Now, more than halfway through the timeline of the 10-Year Plan, SCDOT already has construction or maintenance going on in every county.

- **Safety on rural roads:** While SCDOT initially planned to make safety improvements on 1,000 miles of the state's rural roads, as of September 2024 SCDOT improved over 1,116 miles of rural roads and raised the goal to 1,250 miles.
- **Interstate capacity:** SCDOT is improving mobility and capacity by widening interstates to alleviate bottlenecks in urban areas and key rural sections. It has a 10-year objective of improving 140 miles of interstate and since September 2024 SCDOT has completed or is constructing more than 109 miles of interstate capacity projects.
- **Pavement condition:** As of September 2024, 8,800 miles of state-owned roadways have been paved.
- **Bridge condition:** As of September 2024, SCDOT has completed or placed under contract 360 bridges, raising its goal from 465 to 500 total bridges.

At the local level, SCDOT is actively improving the state-owned highway system while also responding to challenges as they arise. SCDOT has improved the agency's nimbleness to respond to disasters and make repairs quickly and efficiently. During tropical storms and hurricanes, SCDOT's storm response teams monitor the storm before its landfall and prepare a response. After the storm passes and it is safe to respond, SCDOT team members begin the recovery process by assessing damage and identifying areas where standing water and fallen trees impede traffic and repairing damaged roads and bridges.

SCDOT has accomplished these achievements while working to set itself up for continued success. SCDOT has diversified its revenue stream to avoid reliance on federal funds while phasing in the gas tax increase to allow the ramping up of industry. By streamlining projects and maintaining its funding, SCDOT can continue its robust construction program despite external factors.

## South Carolina's Transportation Organizations

*Momentum 2050* provides a plan for SCDOT to continue improving transportation for the next 25 years. SCDOT is the state agency responsible for planning, building, maintaining, and operating state-owned roads in South Carolina. It has additional responsibilities for supporting freight, transit, walking, biking, and supporting movement between modes (also known as intermodal movement). These roles give SCDOT responsibility for over 41,000 centerline miles of road and more than 8,000 bridges. Only three state governments in the country own more state-maintained miles of road than South Carolina. Also, state-owned roads and bridges are the busiest in the state. While individual transit agencies provide transit service, SCDOT programs also support millions of transit rides.

In Federal Fiscal Year (FFY) 2023, the Federal Transit Administration (FTA) apportioned \$55,464,856 of formula funding to South Carolina to support general public transportation operations in large urban, small urban and rural areas of the state.

SCDOT suballocates approximately \$9 million of State Mass Transit Funds (SMTF) on an annual basis to general public transit providers in the large urban, small urban and rural areas to assist in matching FTA formula funds or to provide funds for rural general public pilot program services. SMTF is derived from the state motor fuel user fee, of which  $\frac{1}{4}$  of one cent goes to public transit. SMTF supports the delivery of general public passenger trips statewide and utilized to support day-to-day transit administration and operations, as well as capital investments such as public transit vehicle purchases.

Public transit is a core component of South Carolina's multimodal transportation network. With the support of both federal formula funds and SMTF, most counties in South Carolina provide general public transit service in at least a portion of their county. In 2023, South Carolina's general public transit service providers operated 718 vehicles and provided just over 8 million passenger trips.

Transportation is a common enterprise with shared responsibility among counties, city governments, transit agencies, commissions, port authorities, railroads, and other organizations. Each of these is responsible for a portion of the state's roads, bridges, rail lines, seaports, sidewalks, bike paths, trails, and other transportation assets.



The additional state agencies with roles for waterborne transportation, aviation, rail freight, highway safety, motor vehicles, and utility regulation include:

- **The South Carolina Ports Authority (SPA):** SPA owns and operates the 8<sup>th</sup> largest U.S. container port, including one seaport and passenger terminal (Charleston) and two inland ports (Greer and Dillon). It plans and manages activity and development at these facilities to benefit South Carolina's citizens and businesses.
- **The South Carolina Aeronautics Commission:** The commission supports aviation and economic development in South Carolina, including by overseeing the development of public use airports and supporting education and training programs for the aviation industry. It is the primary state agency overseeing aviation in South Carolina.
- **Palmetto Railways:** Palmetto Railways is a state agency and a division of the South Carolina Department of Commerce which manages and operates state-owned railways. It has four divisions: Charleston, North Charleston, Charity Church, and Salkehatchie. In addition to Palmetto Railways, two Class I railroads (CSX and Norfolk Southern) operate in South Carolina. Eight independent Class III shortline railroads operate in the state, which typically serve a specific local or regional area and have lower revenue than large multi-state Class I railroads.
- **The South Carolina Department of Public Safety (SCDPS):** The SCDPS includes Highway Patrol, State Transport Police, Bureau of Protective Services, Office of Highway Safety and Justice Programs, and the South Carolina Law Enforcement Officers Hall of Fame. It is the largest law enforcement agency in the State with a mission to protect and serve the public through education on highway safety, enforcing traffic laws, providing protective services to government officials and properties, and ensuring a safe and secure environment in South Carolina for citizens and visitors.
- **The South Carolina Department of Motor Vehicles (SCDMV):** The SCDMV administers motor vehicle licensing and titling laws for the state. The SCDMV provides customer service at locations across the State and through online services.
- **The South Carolina Office of Regulatory Staff (ORS):** The ORS represents the public interest of South Carolina in utility regulation for the major utility industries – electric, natural gas, telecommunications, transportation, and water/wastewater. The ORS also represents the public interest in safety oversight of the pipeline and railroad systems.

Beyond the agencies that own or operate transportation assets, there are other organizations with significant roles in operating and planning for transportation. There are 11 metropolitan planning organizations (MPO) in South Carolina, each with responsibility for planning transportation within one of the state's major urbanized areas. Additionally, there are 10 councils of government (COG), which manage rural transportation planning, coordinate with SCDOT to prioritize transportation projects, and serve as forums and resources for discussing and managing the regional transportation issues. SCDOT works together with these other organizations to improve transportation, as well as in developing *Momentum 2050*.

## State and Federal Planning Requirements

State transportation planning occurs within a framework of state and federal requirements, which are intended to ensure its effectiveness and responsiveness to South Carolinians. The General Assembly has established requirements for the multimodal statewide transportation plan to meet, which are documented in the South Carolina Code of State Regulations.<sup>3</sup> State regulations require the plan to:

- Be updated approximately every five years.
- Produce long-term goals to achieve the state's goals and objectives.
- Cover at least a 20-year planning period.
- Provide multiple opportunities for input by an advisory committee, COGs and MPOs, transportation user groups, and members of the public.
- Address topics including bridges, interstate highways, pavements, transit, statewide significant corridors, passenger and high-speed rail, rail corridor preservation, non-motorized transportation modes, State Strategic Highway Safety Plan, MPO long-range plans, COG long-range plans, and statewide plan for 20-year routine maintenance needs.

Federal transportation planning requirements are detailed in the Federal Register, primarily within Title 23, Code of Federal Regulations (CFR) Part 450,<sup>4</sup> which outlines the regulations for State and Metropolitan Transportation Planning, administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) within the Department of Transportation (DOT). *Momentum 2050* complies with federal regulations, including updates from the Infrastructure Investment and Jobs Act (IIJA) passed in 2021. While there are many federal requirements, some of the most notable are that *Momentum 2050*:

- Helps achieve national goals, such as supporting the economy, improving safety, and protecting the environment.
- Is produced in coordination with metropolitan and non-metropolitan planning efforts and considers rural and interstate transportation needs.
- Involves members of the public, partially by holding public meetings at convenient times and locations. The plan must explicitly consider and respond to public input, and it should seek input from and consider the needs of the traditionally underserved.
- Solicits input from stakeholders, such as ports, shippers, and public transit agencies.
- Covers multiple transportation modes.
- Looks at least 20 years into the future.
- Is continually monitored and regularly updated.
- Includes a system performance report designating performance measures and describes progress along these measures toward the goals.

3. <https://www.scstatehouse.gov/code/t57c001.php>

4. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450?toc=1>

## Public Involvement – Online Survey

Between June 5 and September 10, 2024, SCDOT conducted a *Momentum 2050* survey. English and Spanish surveys were accessible online via the project webpage and paper copies were available upon request. The MPOs, COGs, and social media advertisements were used to solicit broad community feedback. To keep the surveys straightforward, the surveys did not require detailed answers or extensive writing.

The survey was comprised of one (1) introductory slide, three (3) slides of questions related to *Momentum 2050*, and one (1) slide of questions related to the demographic information of the respondent.

### Respondent Information and Demographics

The survey recorded 8,171 total responses from residents in every county across the State. Of the 6,468 respondents who responded with their residency status, 97% (6,283) reported living in South Carolina full-time (**Figure 2**). The majority of the respondents also lived in the state for more than 10 years, were older than 35 years, and had white ethnicity. An equal number of males and females participated in the survey.

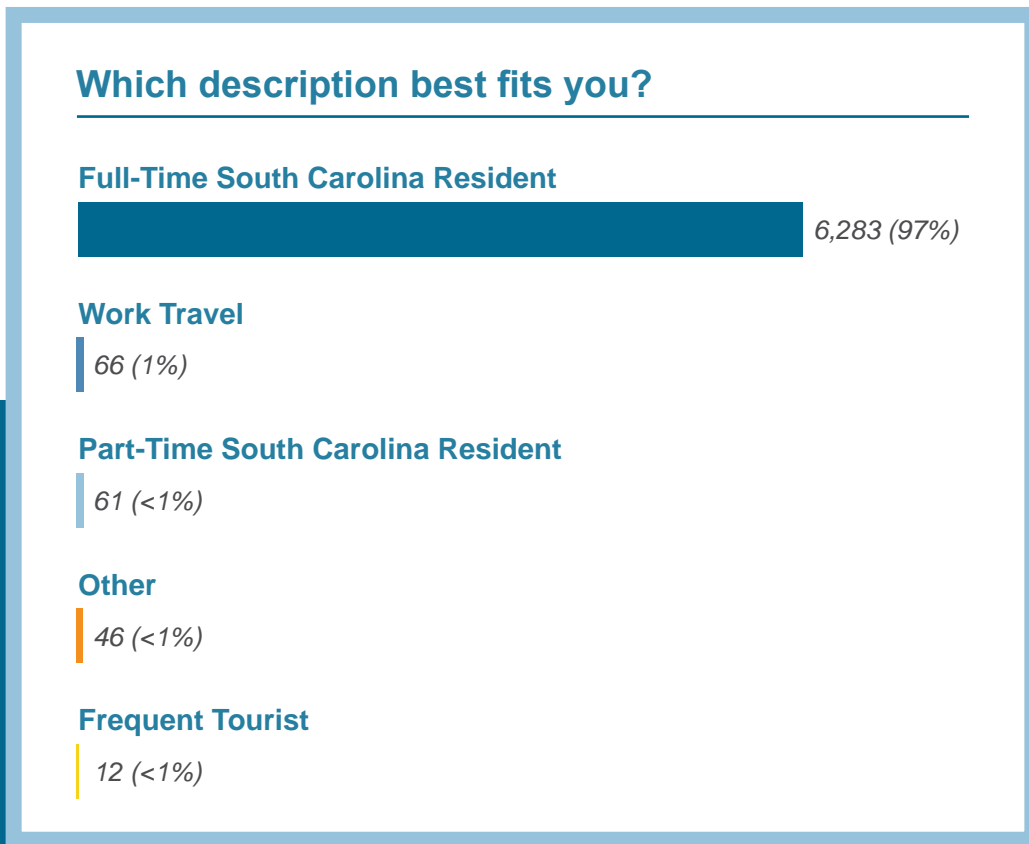


Figure 2: Survey results for which description best fits you.



## Daily Travel Habits

The second screen asked respondents a variety of questions regarding their daily travel habits. These questions were organized into four categories:

- **Your Trips:** Questions geared toward ascertaining the respondent’s most frequent travel patterns.
- **Preferences:** Questions geared toward ascertaining the respondent’s travel preferences.
- **Availability of Options:** Questions geared toward ascertaining the respondent’s most frequent travel disrupters.
- **Characteristics:** Questions geared toward ascertaining the respondent’s work-from-home status and likelihood of purchasing an electric vehicle.

The respondents were asked to provide their work status (**Figure 3**). Approximately 49% of participants indicated working outside of the home (3,580). An additional 31% answered as retirees (2,287), 18% worked from home partially or solely (1,326), and 2% do not work (177).

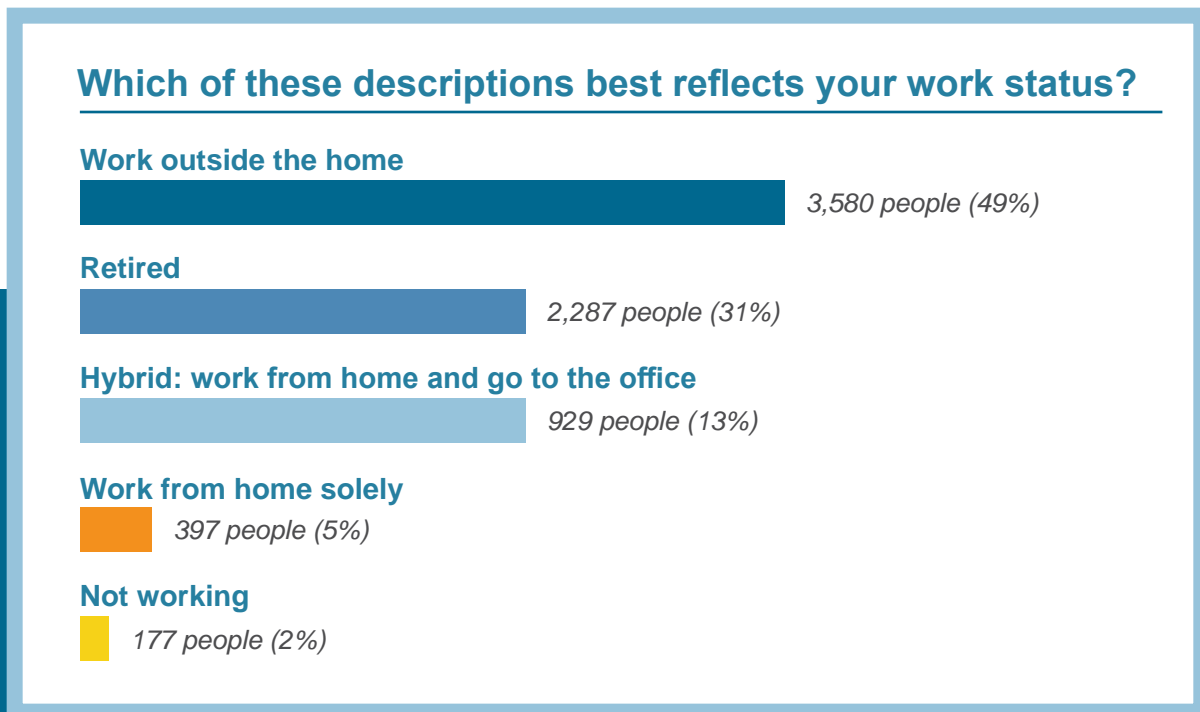


Figure 3: Survey results for which of these descriptions best reflects your work status.

The respondent’s primary mode of transportation was reported as personal vehicles in which over 75% indicated that their daily travel times typically exceeded 30 minutes with some spending over an hour traveling.

The respondents indicated that increasing traffic congestion/bottlenecks and rough pavements on roads/bridges were most likely to impact their daily travel, with 4,528 and 1,668 responses, respectively (**Figure 4**).

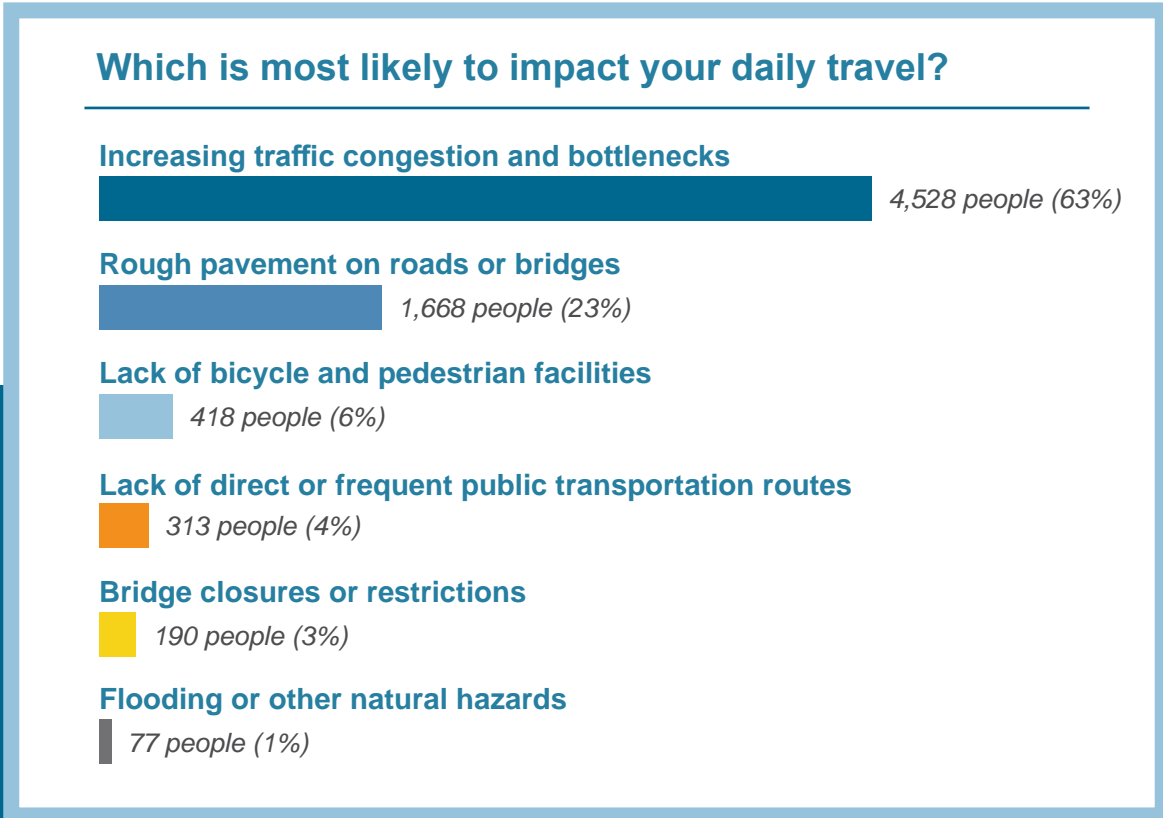


Figure 4: Survey results for factors that will most likely impact daily travel.

## Transportation Priorities

After finishing the second screen, participants were asked to rank their top three transportation priorities. The seven options were:

- Traffic Congestion Management
- Road and Bridge Conditions
- Safety
- Bike and Pedestrian Accessibility
- Public Transportation
- Access to Rural Communities
- Supply Chain Reliability

With the options randomly organized to prevent bias, participants dragged their top three preferences across a line. Traffic Congestion Management, Road and Bridge Conditions, and Safety were the most frequently selected options (Figure 5).

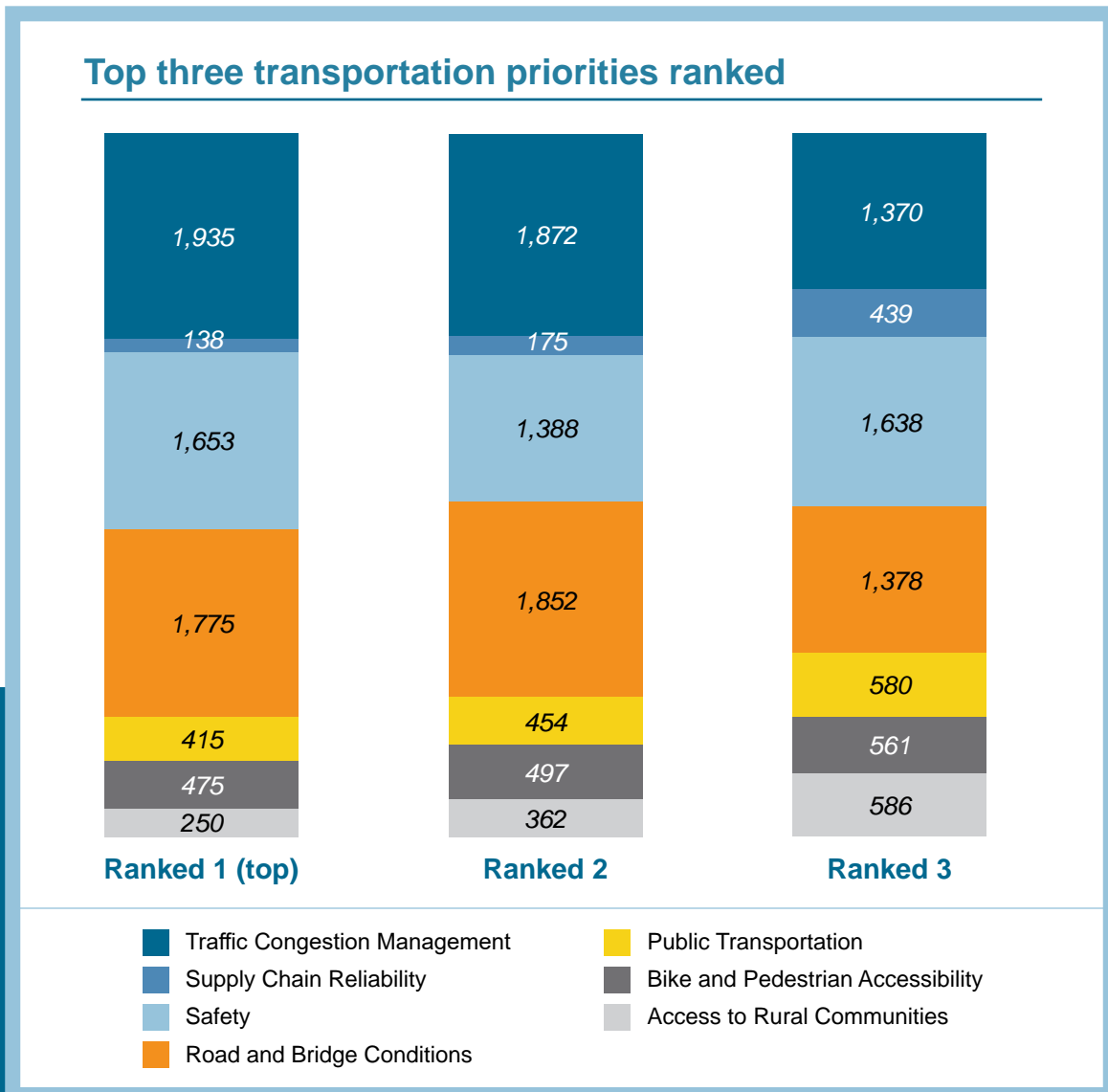


Figure 5: Survey results for top three transportation priorities ranked.

## Future Opportunities and Challenges

After selecting their current transportation priorities, respondents were asked to answer questions geared toward understanding additional areas of improvement within South Carolina’s transportation system.

Respondents provided their concerns with the transportation system as well as strategies they believe would benefit their travel experience. Fifty-nine percent (59%) of participants suggested that projects designed to improve congestion would achieve the most benefit (3,850). Increasing bike/pedestrian options and improving access to jobs, education, and healthcare made up an additional 23% with 757 and 736 responses, respectively (Figure 6).

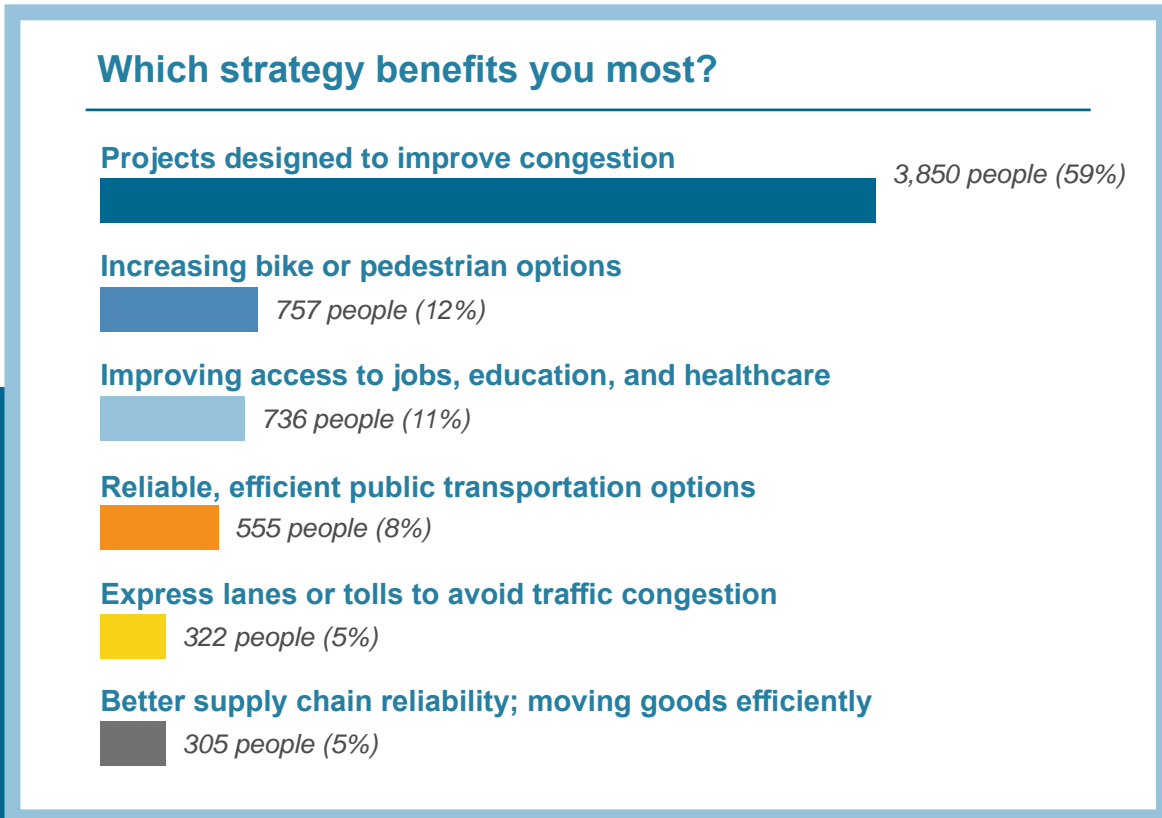


Figure 6: Survey results for most beneficial strategies.

The survey results were evaluated and align with how SCDOT anticipated the public would express concerns. The additional funding needs would help address the issues listed.

# CHAPTER 2

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## VISION, GOALS, AND OBJECTIVES

# CHAPTER 2: VISION, GOALS, AND OBJECTIVES

*Momentum 2050* sets the strategic framework for the statewide multimodal transportation system through 2050. The future vision for the State will be realized through the achievement of the long-term goals and specific objectives. SCDOT will track progress toward these goals through performance measures, including the federally required transportation performance measures. The *Momentum 2050* vision, goals, and objectives were developed by reviewing and considering SCDOT priorities and the seven national transportation goals identified in Title 23 of the USC, Section 150(b). The infrastructure condition performance measures are outlined the System Performance Report (SPR) which is included in the Appendix. The SPR describes the national goal areas, performance areas, performance measures, and performance targets.

The vision of *Momentum 2050* aims to move South Carolina forward economically as it grows.

## Momentum 2050 Goals and Objectives

The *Momentum 2050* goals focus on the long-term priorities of SCDOT and aim to move South Carolina forward economically as it grows. The four *Momentum 2050* goals are each supported by several objectives. The *Momentum 2050* objectives are actionable and measurable steps SCDOT can take to work toward the achievement of the long-term goals. The objectives aligned with each goal area are as follows:



**Continue System Recovery:** Invest in maintenance of the existing transportation system to improve resiliency and infrastructure conditions and prioritize initiatives aimed at improving safety among all roadway users.

### Objectives:

- Bring additional pavements to good condition.
- Increase bridge investments to address aging bridges.
- Reduce South Carolina's fatality rate.
- Enhance routine field maintenance.
- Identify a sustainable revenue stream as alternative fuel vehicles are adopted.



**Support Freight Movement:** Systematically invest in a world-class interstate system to support the movement of freight and people across South Carolina to keep the economy growing.

### Objectives:

- Accelerate rural interstate investment to widen remaining rural segments of interstate.
- Invest in an urban interstate congestion program to improve reliability on major urban corridors.
- Improve condition, safety, and reliability of rural connections for non-interstate National Highway System (NHS) routes.



**Address Urban and Rural Mobility:** Address traffic congestion in urban areas and prioritize improved access for rural communities to and from jobs, healthcare, and education.

**Objectives:**

- Increase investment in addressing rural access and urban congestion needs.
- Improve access to jobs, health care, and economic opportunities in rural areas.
- Improve traffic signal operations and conditions.
- Improve transit access with a focus on workforce development and health care.



**Deepen Multimodal Partnerships:** Prioritize initiatives that leverage other modes of transportation to support South Carolina's continued prosperity.

**Objectives:**

- Support efforts to expand capacity at existing and planned port terminals.
- Optimize freight rail operations for Class I and Class III railroads.

# CHAPTER 3

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## EXISTING CONDITIONS



# CHAPTER 3: EXISTING CONDITIONS

## Demographics

South Carolina’s population is growing; in 2023, it was the fastest-growing state in the nation, welcoming 91,000 new residents. While its age distribution mimics that of the United States (US), its overall population is growing faster than the rest of the country as shown in **Figure 7**. According to the South Carolina Revenue and Fiscal Affairs office<sup>5</sup>, South Carolina’s population is expected to grow by over 15.1% (815,000 people) between 2023 and 2035, with the fastest-growing counties located adjacent to cities surrounding urban areas.

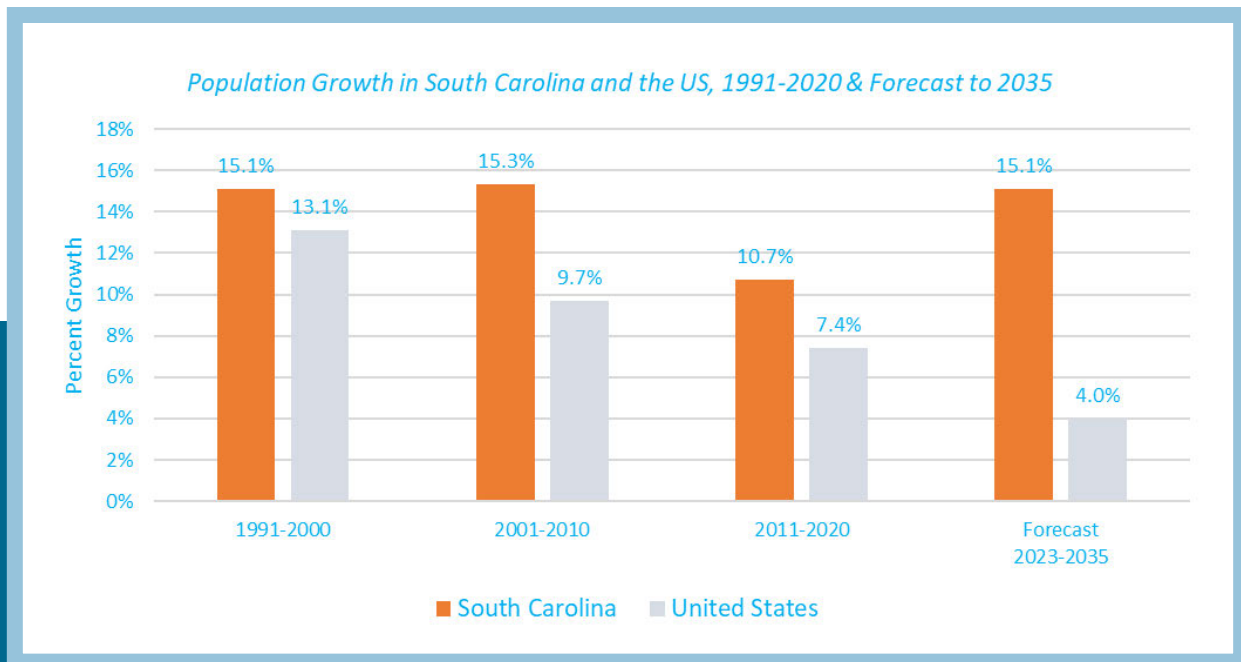


Figure 7: Population Growth in South Carolina and the US, 1991-2020 & Forecast to 2035  
Source: US Census Bureau

## Commuting and Employment

The average commute time to work in South Carolina is 27.3 minutes, only slightly less than the national average of 27.6 minutes. Nearly 6% of South Carolina households are identified as zero-car households as of 2021. The counties with the highest rates of zero-car households are in rural areas with minimal public transit access.

There is not a single dominant employment field in the state. However, Administrative/Custodial, Health Care, Retail, Manufacturing, and Accommodation/Food each employ over 200,000 workers and collectively account for over 65% of employment in South Carolina. Between 2023 and 2024, South Carolina’s labor force increased by 76,000 people to a total of over 2.5 million jobs.<sup>6</sup>

5. Population Estimates & Projections | South Carolina Revenue and Fiscal Affairs Office  
<https://rfa.sc.gov/data-research/population-demographics/census-state-data-center/population-estimates-projections>

6. Greenville News, South Carolina’s population, labor force grow, so does unemployment. September 26, 2024

# Highways and Traffic

The information presented in this section regarding traffic trends is based on data maintained by the SCDOT Road Data Services office supplemented with information on national travel trends.

## Commute Mode Choice

Integrating and connecting the transportation system begins with an understanding of each mode and its role in moving people and goods statewide. Identifying trends helps inform policy development actions taken to guide investments in and management of the transportation system. About 80% of workers aged 16 years and older commute by single occupancy vehicle (SOV), 8.6% commute by carpool, 7.2% telework, and less than 1% use transit. Under 4% of commuters use other modes including walking, bicycling, rideshare, or motorcycle.

## Traffic Demand

There are more than 41,000 centerline miles of state-maintained roads in the South Carolina State Highway System, which comprises Interstates, Primary Roads, Federal Aid Secondary Roads, and Non-Federal Aid Secondary Roads. Local roads are not included in the State Highway System.

## Vehicle-Miles Traveled

In 2023, 57.1 billion vehicle-miles of travel (VMT) were traveled on the South Carolina State Highway System. Despite interstates, including both urban and rural interstates, comprising only about 2% of State Highway System centerline miles, Interstate’s carried 30%, or nearly one-third of VMT and 47% of truck VMT. Primary Roads carried 48% of total VMT and comprise 23% of total State Highway System centerline miles. **Figure 8** provides the annual VMT by highway system.

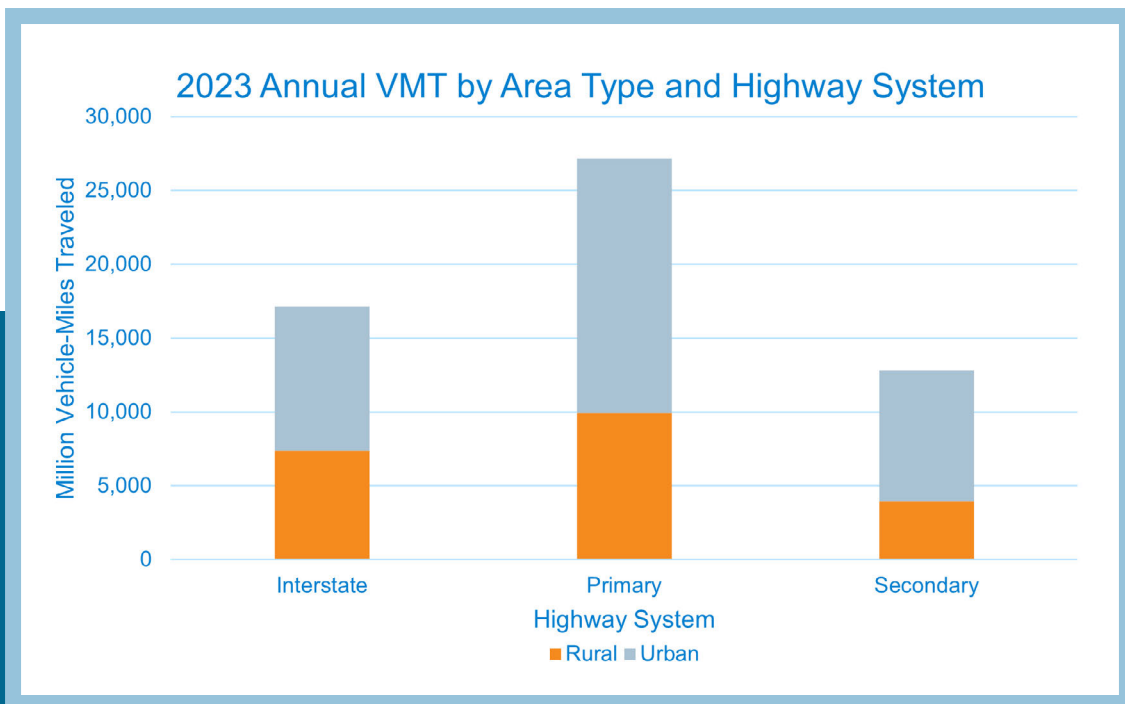


Figure 8: 2023 Annual Vehicle Miles Traveled by Highway System  
Source: SCDOT Road Data Services

## Annual Average Daily Traffic

Related to VMT, the Annual Average Daily Traffic (AADT) by system is shown in **Figure 9** for 2023. Urban roadways experience the highest AADT with Urban Non-Interstate NHS facilities and Urban Interstates leading all roadway types. Along with vehicle classification and weight, AADT is a key measure for pavement wear and serves as a basis for traffic capacity assessment.

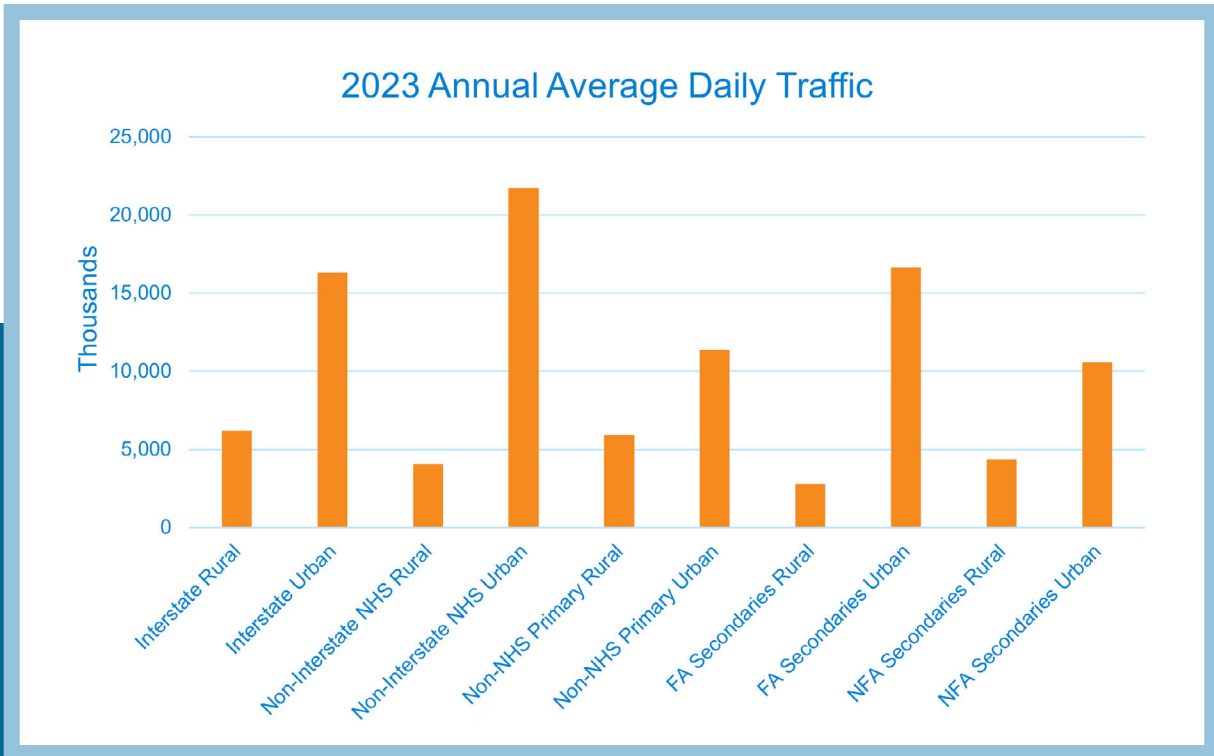


Figure 9: 2023 Annual Average Daily Traffic by System  
 Source: SCDOT Road Data Services, SCDOT State System 2023 Year End Report

## Truck Traffic

**Figure 10** presents estimated truck VMT and truck percentages for 2023. Higher functional roadway classes generally carry more single-unit and combination trucks—almost 15 million daily VMT on Interstate and Primary Roads combined.

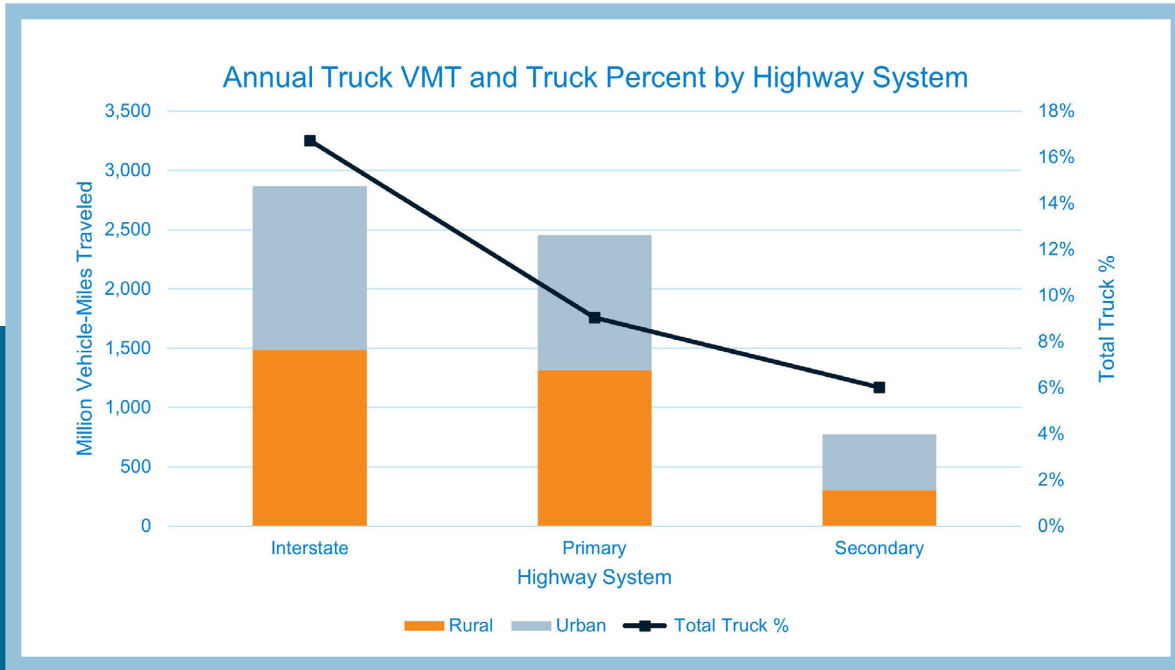


Figure 10: 2023 Daily Truck VMT and Percentage of VMT that is Truck VMT by Functional Class  
 Source: SCDOT Road Data Services, SCDOT State System 2023 Year End Report

## Highway Freight

Freight movement plays a vital role in the economic well-being of South Carolina. The 2022 Freight Plan noted there is an estimated \$866.4 billion in overall freight moving in, out of, and through the state in 2019. TRANSEARCH data reveals that 70.1% of freight shipments in South Carolina were shipped by truck, 24.2% by rail, 5.2% by pipeline, 0.4% by water, and less than 0.1% by air. Three significant networks serve the freight trucking industry. First, the National Highway Freight Network (NHFN) was established at the federal level by the Fixing America’s Surface Transportation (FAST) Act of 2015 to identify freight routes of national importance. In South Carolina, the NHFN includes 1,094 centerline miles of highway comprised of 23 US Highways and five interstates (I-20, I-26, I-77, I-85, and I-95). NHFN elements in South Carolina include:

- **Primary Highway Freight System (PHFS):** 623.47 miles<sup>7</sup>
- **Non-PHFS Interstate Highways:** 246.39 miles
- **Critical Urban Freight Corridors (CUFC):** 74.28 miles currently designated
- **Critical Rural Freight Corridors (CRFC):** 150 miles currently designated<sup>8</sup>

7. “US Department of Transportation” June 26, 2023

8. The passage of IIJA increased these mileage limits for most states, allowing states to recommend additional CUFC and CRFCs for certification by FHWA. South Carolina now has mileage caps of 150 miles and 300 miles respectively.

Another key network that serves the trucking industry is the National Highway System (NHS). The NHS is a network of major highways for all users established by Congress in 1995 through the National Highway Designation Act and is comprised of the Interstate Highway System, the Strategic Highway Network (STRAHNET), STRAHNET Connectors, and Intermodal Connectors. Finally, the Statewide Freight Network (SFN), comprised of SCDOT identified routes and assets essential to the movement of freight through South Carolina and is shown in **Figure 11**. All of these highway systems are the backbone of the statewide multimodal freight system and are forecasted to carry over 743 million tons of freight by truck in 2050.

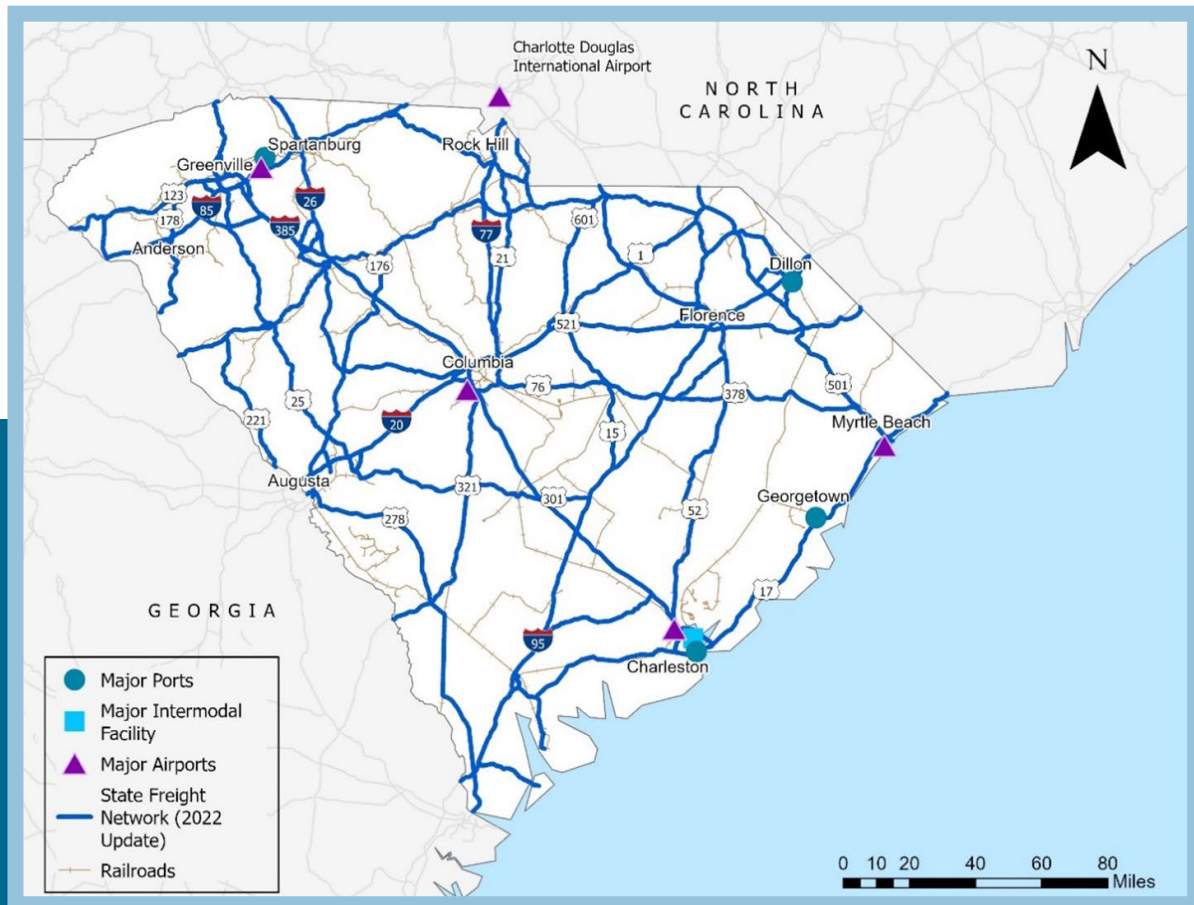


Figure 11: South Carolina Statewide Freight Network (2022)

Source: South Carolina Statewide Freight Plan Update, 2022

\*Note: Since the establishment of the State Freight Network in 2022, Georgetown Port has ceased operations.

## Highway Safety Conditions

The past five years of crash data includes the COVID-19 pandemic which affected travel demand, traffic, and crash rates from the year 2020 onward. **Figure 12** summarizes 2018-2022 crash data for the entire state of South Carolina.

Both overall and fatal crash rates fell from 2018 to 2019. From 2019 to 2021, overall crash rates fell and then rose, while the rate of fatal crashes climbed steadily each year. This is a trend seen across the country during the COVID-19 pandemic, indicating that while there were fewer crashes overall, the ones that did occur resulted in more fatalities.<sup>9</sup> In 2022, both fatal and total crash rates decreased.

9. Source: Overview of Motor Vehicle Crashes in 2020, National Highway Traffic Safety Administration

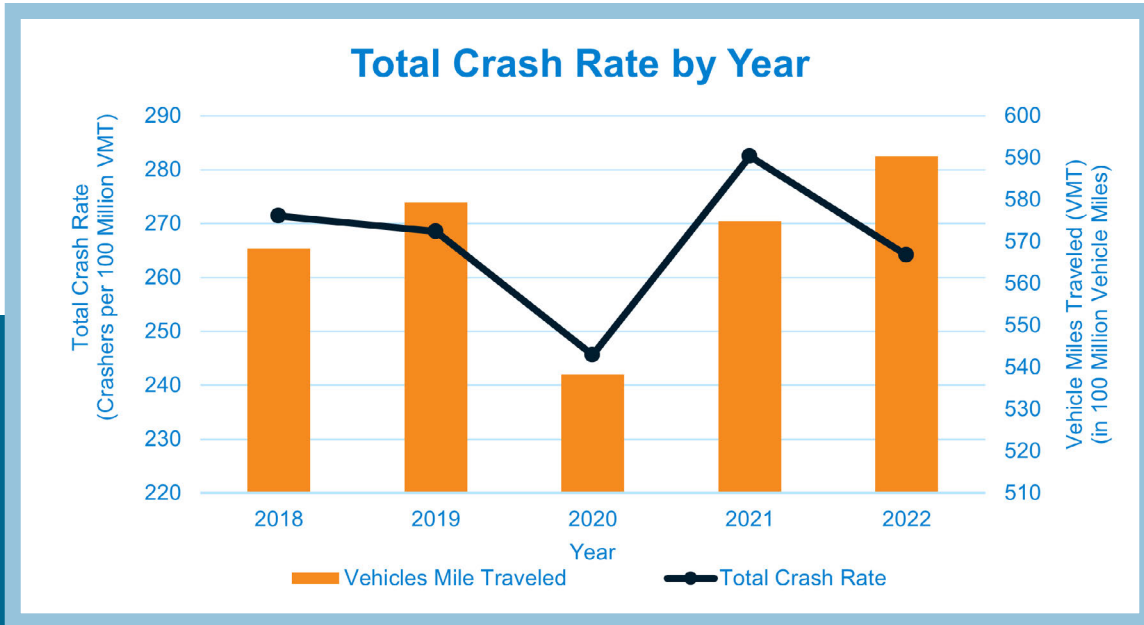


Figure 12: Crash Rate and Vehicle Miles Traveled by Year

Source: VMT Database (Road Data Services, SCDOT) & Crash Database (Traffic Engineering Safety, SCDOT).  
Based on the most complete data available as of June 12, 2023.

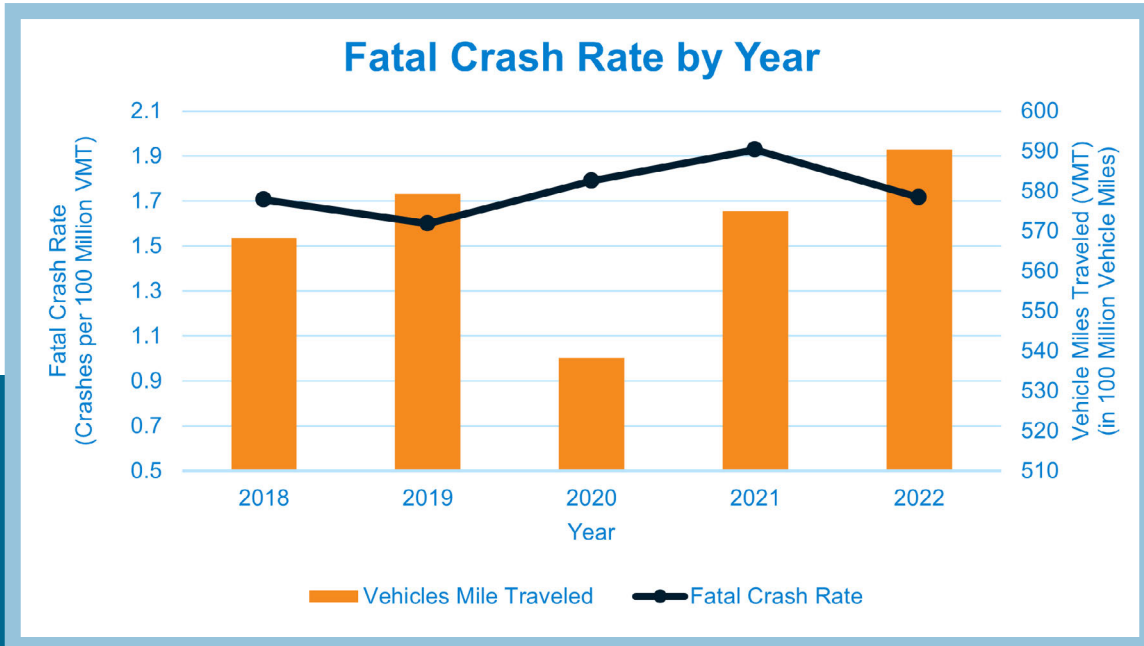


Figure 13: 2023 Annual Average Daily Traffic by System

Source: VMT Database (Road Data Services, SCDOT) & Crash Database (Traffic Engineering Safety, SCDOT).  
Based on the most complete data available as of June 12, 2023.

## Pavement Conditions

SCDOT collects and maintains pavement inventory and condition data for all US and state-maintained highway pavements through an annual automated process. The performance metric used by SCDOT to measure pavement conditions is Pavement Quality Index (PQI), which is composed of the categories Good, Fair, and Poor. Since 2016, 8,800 miles of state-owned roadways have been paved. In that time, significant progress has been made statewide in the amount of pavement in good condition, as shown in **Figures 14-17**. Interstates are in the best condition overall, with the share of pavement in good condition increasing from 65% in 2016 to 77% in 2023, and poor condition decreasing from 10% to 7%. Major roads saw the largest improvement over the period, going from 19% in good condition to 41%, while poor decreased from 56% to 43. Farm-to-market routes in good condition increased from 19% to 27% and the pavement in poor condition improved slightly from 50% to 49%. Finally, neighborhood roads in good condition increased from 13% to 19%, while poor condition decreased from 56% to 50%.

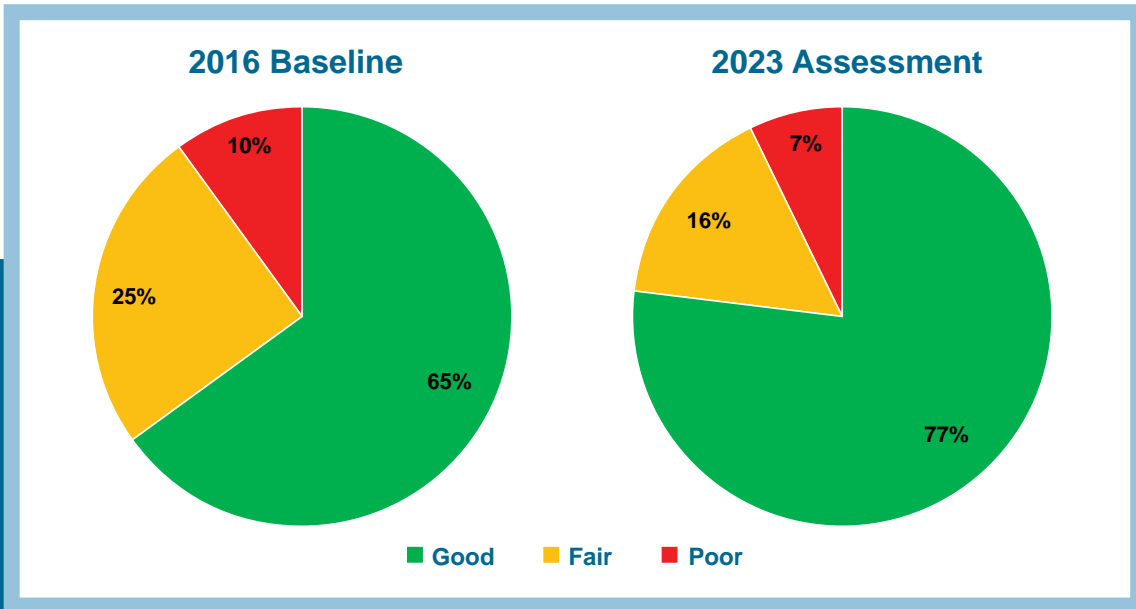


Figure 14: Interstate System: Percent Pavement in Good, Fair & Poor Condition

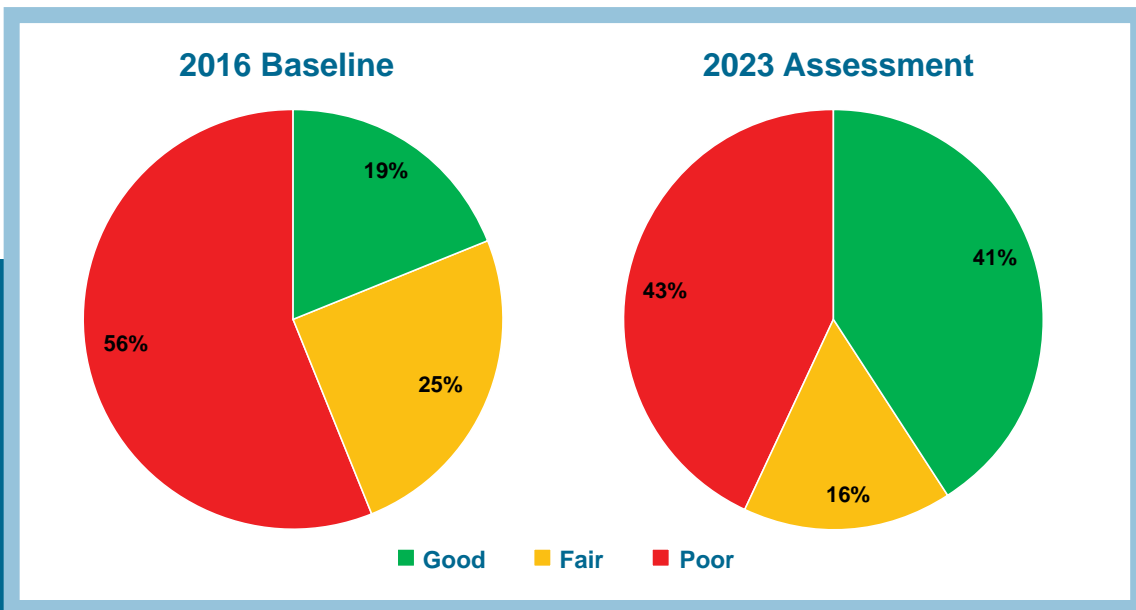


Figure 15: Major Roads: Percent Pavement in Good, Fair & Poor Condition

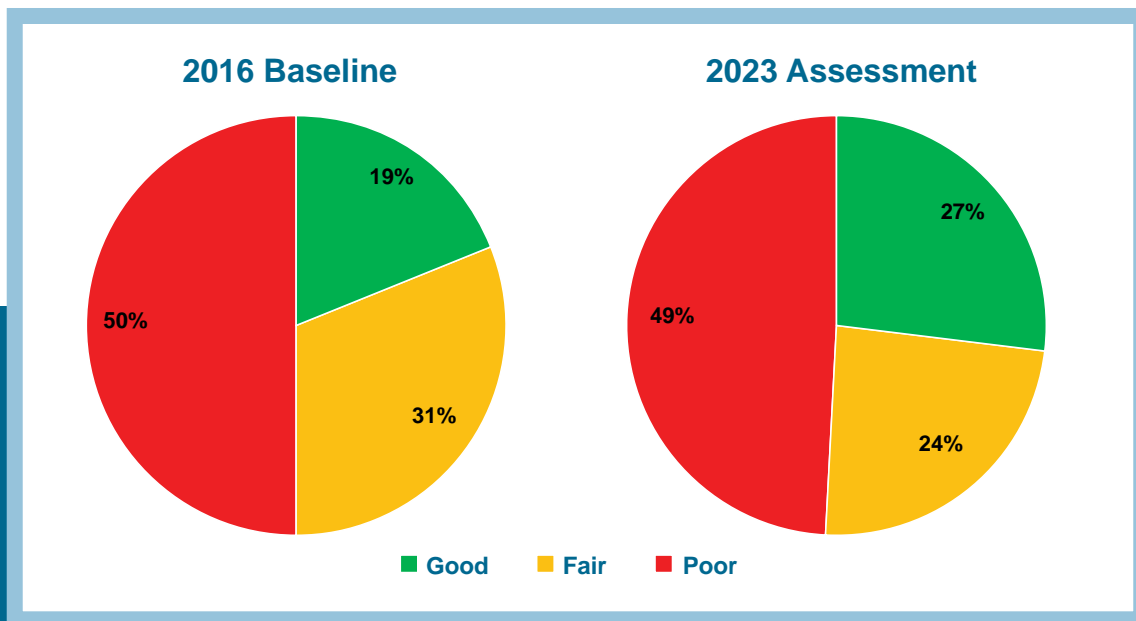


Figure 16: Farm-to-Market: Percent Pavement in Good, Fair & Poor Condition

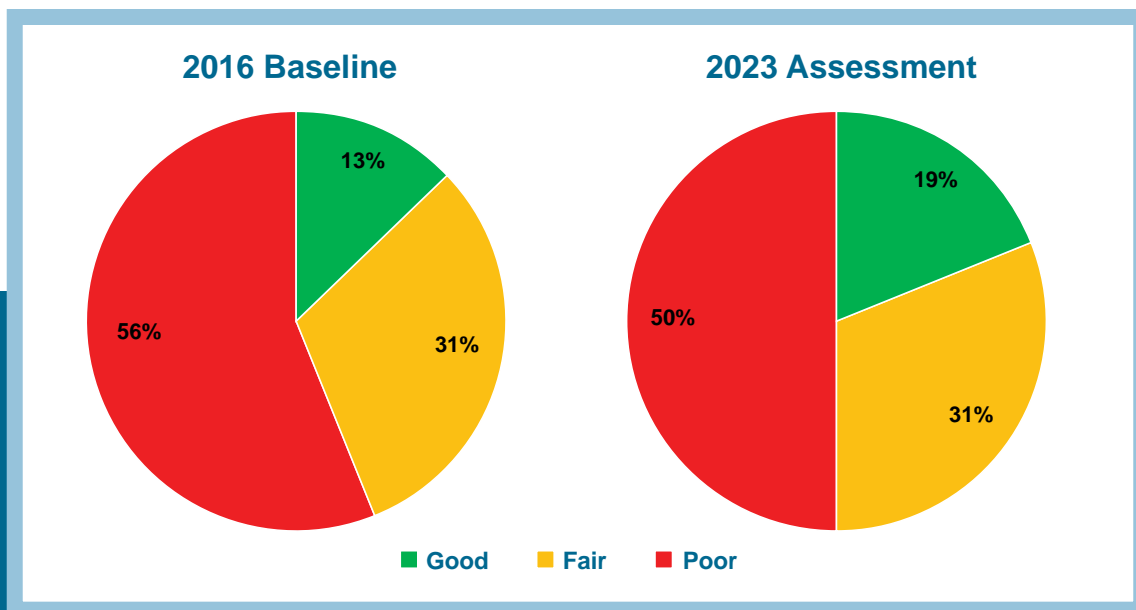


Figure 17: Neighborhoods: Percent Pavement in Good, Fair & Poor Condition



## Bridge Conditions

Currently, there are approximately 9,400 bridges in South Carolina. Of that total, SCDOT owns and maintains 8,465 bridges (90%). Bridge inventory is divided into two main categories dependent on the roadway that is carried by the bridge. The Primary network includes all routes with Interstate, US routes, and major State route designations. The Secondary network includes the remainder of the state maintained system. The Primary bridges account for approximately 39% of the inventory (3,332 bridges) while the Secondary bridges account for 61% of the inventory (5,133 bridges).

As required by the National Bridge Inspection Standards, each bridge within the state’s inventory is inspected every two years or less based on condition. The 2023 Primary and Secondary bridge conditions are shown in **Figure 18** and **19**, respectively. The conditions are based on the total bridge count on each network.

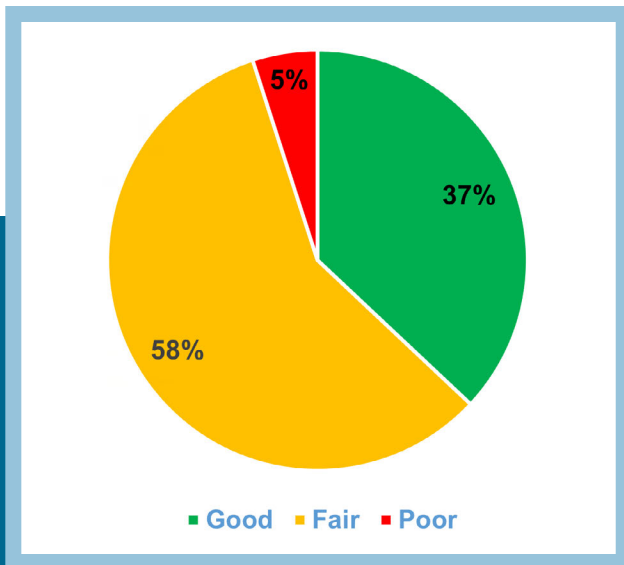


Figure 18: 2023 Primary Bridge Condition

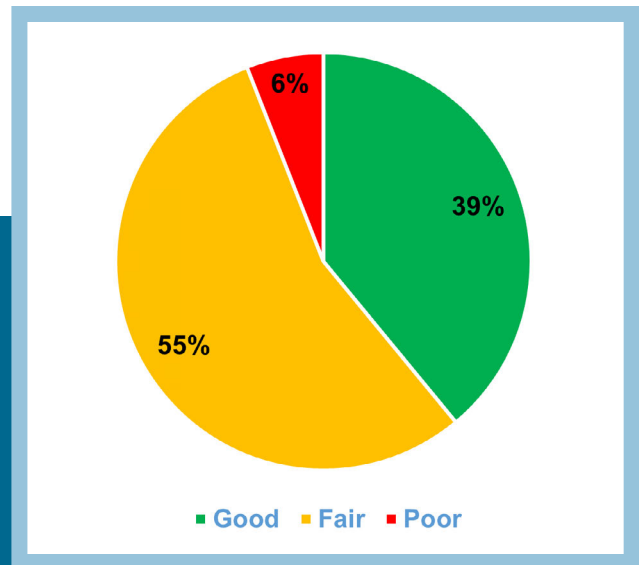


Figure 19: 2023 Secondary Bridge Condition

Source: South Carolina Department of Transportation (SCDOT) Roadway Information Management System (RIMS)

## Congestion and Reliability

Portions of South Carolina’s state-maintained highway system is experiencing significant congestion and travel time reliability challenges, driven by rapid population growth, strong economic development, and seasonal travel patterns. As the fastest-growing state in the US, South Carolina’s infrastructure must adapt to accommodate increasing demands. The state’s strategic location, coupled with its role as a major hub for freight and tourism, further worsen these issues.

### Integrating Congestion Planning

*Momentum 2050* highlights the need to address urban and rural mobility as one of its key goals. Achieving this goal involves increased investment in addressing rural access and urban congestion needs, improving access to jobs, healthcare, and economic opportunities, enhancing traffic signal operations and conditions, and improving transit access.

These goals and related objectives are highly integrated with SCDOT’s other investment plans, including the Strategic 10-Year Asset Management Plan (STAMP), the statewide Freight Plan, and the Statewide Transportation Improvement Program (STIP). Each of these plans and programs supports key investment decisions related to traffic congestion and the reliability on the state’s transportation infrastructure.

## Monitoring Regional Congestion and Reliability

SCDOT continues to leverage available travel time information garnered from vehicle GPS data and other sources. This information provides valuable insights into regional congestion trends and key locations or hotspots for congestion and reliability issues. The data supports the identification and prioritization of strategies and related investments.

The National Performance Management Research Data Set (NPMRDS) provides travel time data that helps track delays and reliability issues across the state’s interstates and other major arterial routes comprising the NHS. Based on this information, NHS delay decreased by 23% from 2017 to 2020 (Figure 20), primarily due to the impacts of the COVID-19 pandemic, which caused significant reductions in travel volumes across the entire network. Since 2020, travel delay on the NHS has increased, but 2023 travel delay levels remain slightly lower than pre-pandemic conditions.

SCDOT also analyzes more detailed travel time data covering a broader range of roadways. The data can be used to assess regional delay trends. Table 1 highlights the amount of average daily vehicle delay experienced in each of SCDOT’s Engineering Districts.

The travel delay data has also been used to identify key counties with congestion and travel time reliability issues. Charleston, Richland, Greenville, and Horry counties experience the highest levels of weekday delay in the state, with a large percentage of that delay occurring on the interstate system.

Table 1: 2019 Weekday Daily Hours of Travel Delay Totals by SCDOT District

SCDOT District	Total Delay (Daily Hours)
District 6	26,638
District 1	14,439
District 3	14,114
District 5	11,911
District 4	7,528
District 2	2,504
District 7	1,258

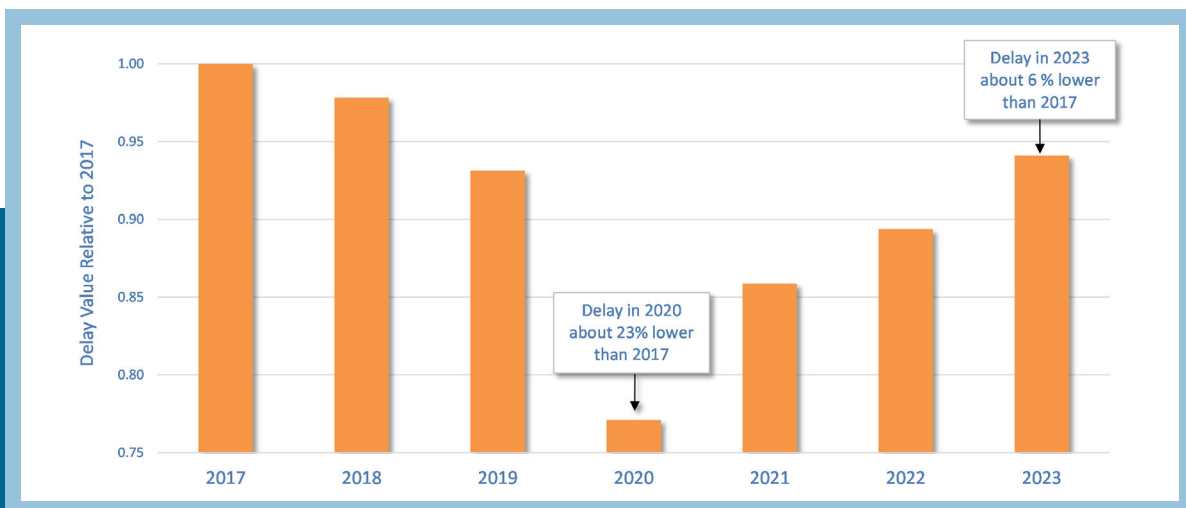


Figure 20: Relative Delay Trends on the NHS (2017-2023)  
Source: NPMRDS Travel Time Data

Significant corridors of concern include segments of I-95, I-85, I-526, and I-26, which are noted for their high levels of travel time unreliability and peak hour excessive delay (PHED). Additionally, twelve interstate system-to-system interchanges, such as I-26 at I-526 and I-20 at I-26/I-126, are recognized as major bottlenecks that contribute to traffic turbulence and reduced capacity due to lane-changing, merging, and weaving maneuvers.

### Evaluating Congestion Causes

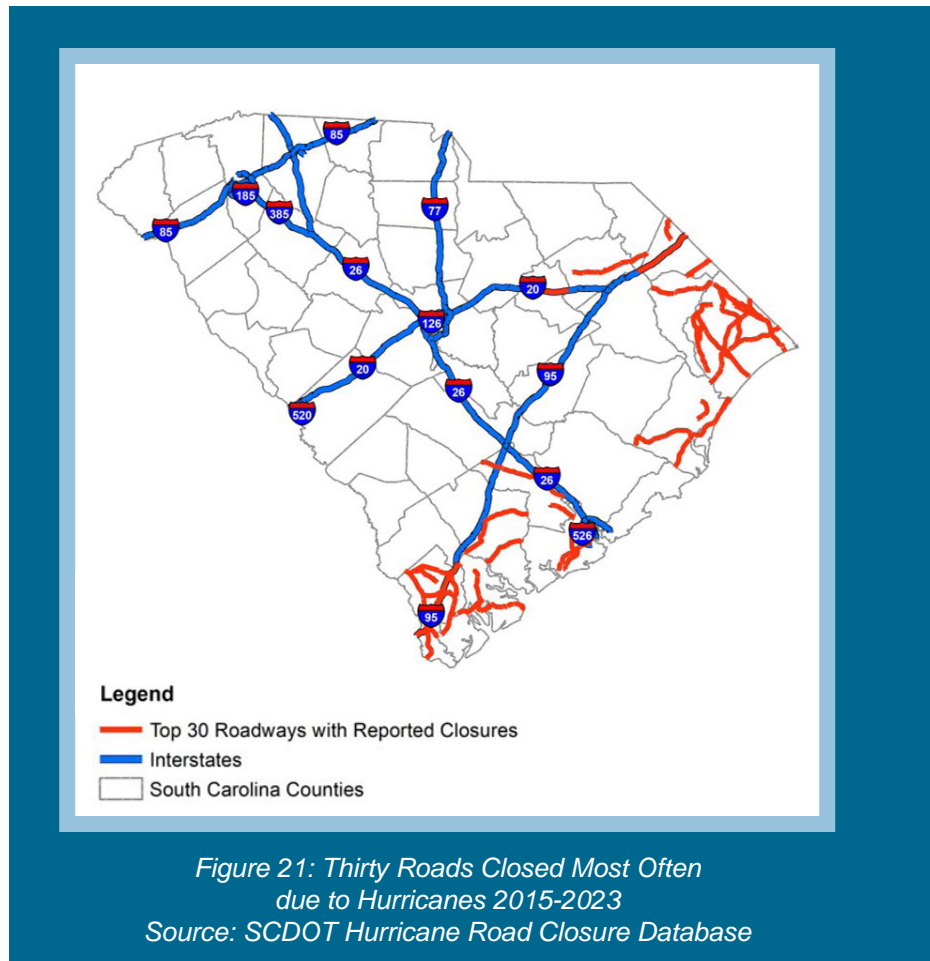
Identifying congestion causes is crucial for developing potential strategies to mitigate congestion issues. A 2019 assessment conducted as part of the Transportation Disruption and Disaster Statistics (TDADS) dashboard highlighted key causes of congestion across the country. In South Carolina, a significant portion of congestion is attributed to weather conditions, construction activities, and traffic incidents, contributing to the reliability issues on the transportation network.

### Natural Disasters and Resiliency

One of the major natural hazards that impacts South Carolina’s transportation system is flooding. Flooding can be caused by declared events such as hurricanes or tropical storms, however, non-tropical flooding is also an issue impacting road resiliency. The vulnerability of roads and bridges in South Carolina contributes directly to the vulnerability of any facilities that require access to public roads. Roads and bridges are essential to evacuation and response and for delivering recovery resources.

From a historical perspective, several trends can be observed using the Hurricane Road Closure database maintained by SCDOT. The database includes information from Operations Reports summarizing road closures from hurricanes between 2015 and 2023. **Figure 21** shows the top 30 roads that were closed most often due to hurricanes. These storms not only disrupt the transportation network in the state but also increase maintenance costs and affects the supply chain resulting in significant economic impacts. As a result, more resources will be needed in future years to address these threats and sustain productivity in the state.

Low-magnitude earthquakes have also seen a significant increase in South Carolina recently. In the instance of an event that affects a large number of bridges, response prioritization focuses on the interstate system first, followed by bridges along primary roads, and lastly bridges along secondary roads.



*Figure 21: Thirty Roads Closed Most Often due to Hurricanes 2015-2023*  
 Source: SCDOT Hurricane Road Closure Database

## Strategic Statewide Resilience and Risk Reduction Plan

In 2023, the South Carolina Office of Resilience (SCOR) released the Strategic Statewide Resilience and Risk Reduction Plan (Resilience Plan). The Resilience Plan identifies major flood risks around the state and potential losses that could occur due to extreme weather events.

The Resiliency Plan discusses road and bridge flood risk and vulnerability. Currently, there is no statewide road elevation data set. However, the South Carolina Emergency Management Division (SCEMD), in conjunction with Clemson University, is working to develop a dataset that may be used for vulnerability analysis. The analysis uses flood data provided by the First Street Foundation's Flood Hazard Layers. Dillon County is shown as an example in the Resilience Plan. In December 2023, SCOR announced that they have partnered with the First Street Foundation to make the most current flood data available to public organizations across South Carolina.

## Asset Management and Routine Statewide Evaluation of Roads and Bridges

South Carolina's Strategic 10-Year Asset Management Plan includes, as part of its risk management process and accordance with 23 CFR 667, an evaluation of its pavement and bridge assets on the NHS to determine if repair and reconstruction activities occurred at least twice, due to effects of events that resulted in emergency or disaster declaration by the Governor of South Carolina or the President of the United States. Any impacted locations are mapped on GIS, providing visual context to assist with analysis of projects that require permanent repairs. When an event causes the failure of a highway asset, the Department will investigate the failure. If the failure was not built in accordance to current Department standards, the asset is replaced with one that meets current standards. If the failed asset was built according to Department standards, then those standards are further evaluated to determine if they need to be improved. This results in better performance and improves resiliency of the asset.

## Environmental Mitigation

Environmental regulations require FHWA and other transportation agencies to consider potential environmental impacts to the social, cultural, and natural environment, while considering the public's need for safe and efficient transportation.

SCDOT works with the FHWA to comply with the National Environmental Policy Act of 1969 (NEPA) and other environmental regulations and requirements. SCDOT strives to constantly improve upon compliance with environmental rules and regulations, using a stewardship approach toward the environment. Environmental impacts are a consideration in delivering the Strategic 10-Year Asset Management Plan (STAMP) as part of operating and maintaining an efficient statewide transportation system.

## Ports and Waterways

The South Carolina Ports Authority (SC Ports) promotes, develops and facilitates waterborne commerce to meet the current and future needs of its customers and for the economic benefit of the citizens and businesses of South Carolina. SC Ports owns and operates nine maritime and inland cargo terminals across South Carolina with over 2.4 million twenty-foot equivalent units (TEUs) of annual throughput capacity in 2024. The 2023 SC Ports Economic Impact Study noted that the SC Port activities accounted for over 260,000 statewide jobs and a total economic impact of \$86.7 million and created \$53 billion in economic benefit for the state.

In response to ongoing cargo growth, SC Ports has invested more than \$2 billion in infrastructure improvements and capital projects to maintain efficient operations at its ports and terminals and to increase economic competitiveness. These projects include:

- **The Charleston Harbor Deepening Project**
- **Wando Welch Terminal Modernization and Barge Facility Improvements**
- **Navy Base Intermodal Facility Project**
- **Inland Port Greer Expansion**

### Port of Charleston

The Port of Charleston and its six public terminals are owned and operated by SC Ports. Spanning three municipalities (Charleston, North Charleston, and Mount Pleasant), SC Ports manages containers, motor vehicles and other rolling stock, non-containerized goods, and project cargo, as well as Charleston's passenger cruise ship terminal. Intermodal growth is largely driven by the Port of Charleston's connectivity to markets outside South Carolina and the expansion of the Panama Canal, allowing larger container vessels to reach the US east coast. In addition to containerized freight management, privately owned and operated facilities on port property handle bulk commodities such as petroleum, coal, and steel.

The Port of Charleston ranked seventh in the nation for total TEU traffic and 22<sup>nd</sup> by total tonnage transported in 2023 (in short tons). The Port of Charleston handled 2.48 million TEUs in FY 2024.<sup>11</sup>

SC Ports six public freight terminals are located within the Charleston Harbor. The Charleston Harbor Deepening Project, completed in 2022, deepened the harbor from 45 to 52 feet, making it the deepest port on the east coast. The harbor deepening allows larger vessels to access the Port of Charleston at any time of day and elevates the port's economic competitiveness by attracting ship services, first in-calls, and more cargo movements.

### Inland Port Greer and Inland Port Dillon

SC Ports also owns and operates intermodal facilities at Inland Port Greer and Inland Port Dillon in partnership with Norfolk Southern (Greer) and CSX Transportation (Dillon). Inland Port Greer is located along I-85 in Greer, 212 miles from the Port of Charleston. Norfolk Southern operates trains between the Port of Charleston and Greer six days a week. SC Ports is working with its rail partners on an expansion of Inland Port Greer to increase rail cargo capacity to support growing supply chains of businesses in the Upstate and Southeast. In FY 2024, Inland Port Greer conducted nearly 188,000 rail lifts, which is a 28% increase from FY 2023.<sup>11</sup> Over the last decade, the Inland Port Greer has conducted 1.2 million rail lifts.

In 2018, SC Ports opened the Inland Port Dillon to handle the growth of the Port of Charleston's intermodal rail cargo volumes and extend its markets in the Carolinas and the Southeast. Inland Port Dillon is located along I-95 near the South Carolina and North Carolina border. Inland Port Dillon offers importers and exporters in eastern Carolinas a new supply chain option. CSX provides rail service six days a week to and from the Port of Charleston. In FY 2024, Inland Port Dillon conducted nearly 43,000 rail lifts, which is a 8.5% increase from FY 2023.<sup>11</sup> Over the last decade, the Inland Port Dillon has conducted nearly 206,000 rail lifts.

11. State Fiscal Year July 1-June 30

## Rail: Freight and Passenger

Freight transportation by rail is a low-cost, high-capacity, and low-impact landside method for long-distance commodity transit. The Statewide Rail Plan identifies growth in freight rail as an emerging priority for South Carolina’s multimodal transportation network. With 45.1% of rail tonnage and 58.1% of rail freight value flowing through the state, South Carolina’s freight rail network plays a key role in the regional and national economies. South Carolina is served by two Class I railroads and 9 short-line Class III railroads. Class I railroads have annual revenues greater than \$250 million while Class III railroads have annual revenues of \$31 million or less.

In 2022, freight rail movements transported 60.2 million tons of freight valued at \$96.8 billion at an average of \$1,607 per ton. Through-state rail movements account for 45% of overall tonnage in South Carolina followed by inbound rail movements at 34%, outbound rail movements at 12.5%, and intrastate rail movements at 8% of overall tonnage. Rail freight tonnage and value are summarized in **Table 2**.

Table 2: Rail Freight by Direction (2022)

DIRECTION	TONS		VALUE (IN MILLIONS)		
	AMOUNT	PERCENT	AMOUNT	PERCENT	AVERAGE VALUE/TON
Inbound	20,472,585	34.0%	\$14,875	15.4%	\$727
Outbound	7,532,097	12.5%	\$12,293	12.7%	\$1,632
Through	27,176,003	45.1%	\$56,304	58.1%	\$2,072
Within	5,090,951	8.4%	\$13,403	13.8%	\$2,633
<b>Total</b>	<b>60,271,636</b>	<b>100.0%</b>	<b>\$96,876</b>	<b>100.0%</b>	<b>\$1,607</b>

Source: TRANSEARCH data for 2022, South Carolina Statewide Rail Plan (2024).

South Carolina’s passenger rail services play a crucial role in connecting the state with major cities across the US, offering residents and visitors a convenient and efficient mode of transportation. Passenger rail services are currently provided by Amtrak, with four routes and eleven stations statewide that operate on shared track with major freight railroads. These intercity routes provide service to New York, New York; Washington, D.C.; Miami, Florida; and New Orleans, Louisiana, among others.

The Southeast Rail Corridor currently provides service between Washington D.C. and Charlotte, North Carolina. Future development of intercity service is proposed along several rail lines to provide high speed service through South Carolina and Georgia with a southernmost terminus in Jacksonville, Florida.

The development of this high-speed service would further connect South Carolina’s residents, workers, and visitors to other major metropolitan areas across the East Coast.

# Aviation

Aviation boosts economic development by attracting new business and job creation within the aviation industry. South Carolina has a robust airport network comprised of 57 airports: six commercial service and 51 general aviation airports, which play an essential role in connecting the state, transporting people, goods and ensuring services to communities. The state also has at least 131 privately-owned airports. According to the 2018 South Carolina Airport System Plan (SCASP), 91% of the state’s residents are within a 30-minute drive to any South Carolina airport, as shown in **Figure 22**.

## Economic Impact of South Carolina Airports

To quantify the contribution of the aviation system, the South Carolina Aeronautics Commission (SCAC) prepared a statewide economic impact study in 2018 to determine the economic value attributable to airports and aviation activity in the state. The economic impact of airports was estimated with four metrics: employment, payroll, spending, and economic activity. South Carolina’s total annual economic activity was estimated at \$16.3 billion. Airports in South Carolina were estimated to support 122,759 jobs and contributed annual state and local tax revenues estimated at \$657 million.

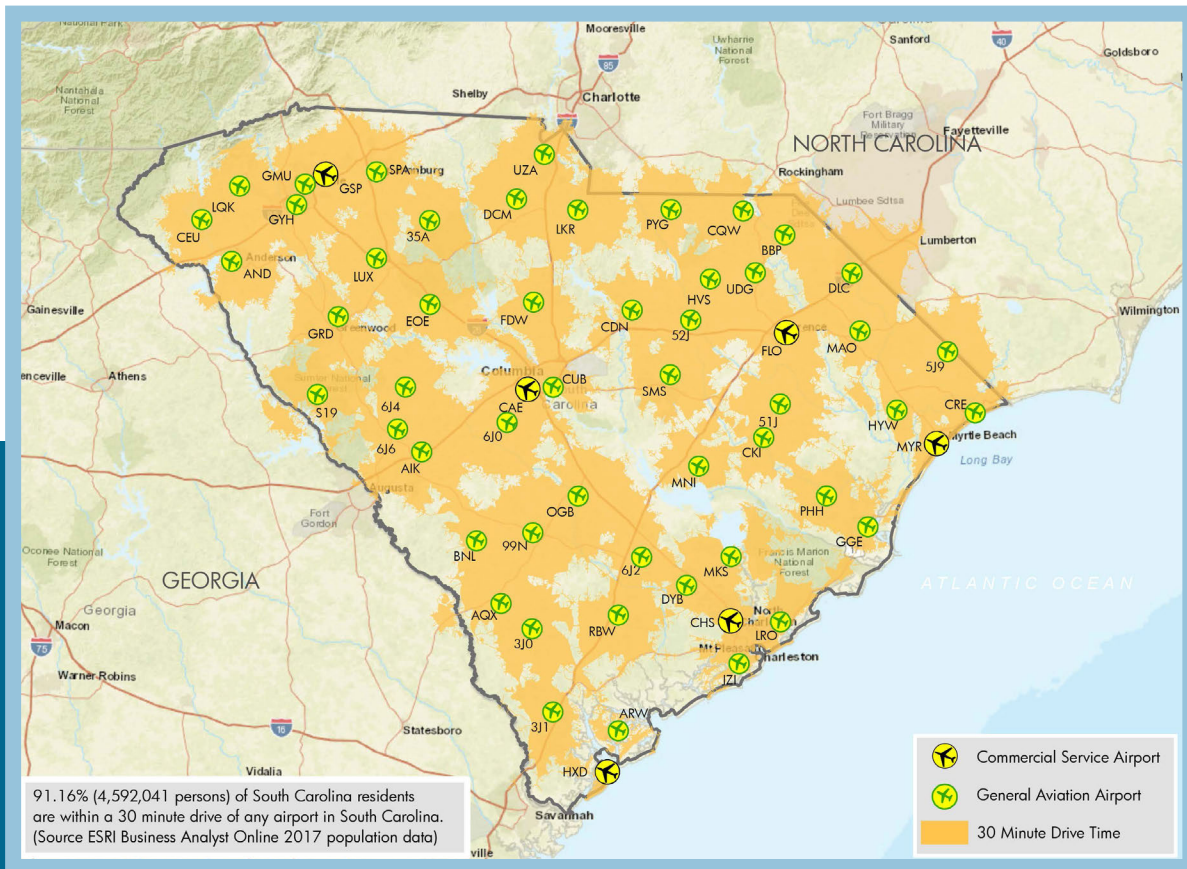


Figure 22: South Carolina Airports with 30-Minute Drive Time  
Source: South Carolina Airport System Plan

## Aviation Freight

There are three main commercial airports in the state that handle air cargo. From 2017-2022, Greenville-Spartanburg International Airport (GSP) and Columbia Metropolitan Airport (CAE) were responsible on average for the same amount of landed cargo, with an average of 39% annually of the state’s air cargo each. Charleston AFB/International Airport (CHS) handled the remaining 23%.

Air cargo in the state has grown almost 22% between 2017 and 2022 with a compound annual growth rate (CAGR) of 4% as shown in **Table 3**.

*Table 3: Air Cargo Landed 2017-2022 (Million Pounds)*

	2017	2018	2019	2020	2021	2022
<b>Columbia Metropolitan</b>	402.9	441.1	478.2	472.7	538.9	545.6
<b>Charleston AFB/International</b>	308.7	346.7	398.5	297.0	188.9	148.8
<b>Greenville Spartanburg International</b>	344.3	449.0	415.7	397.5	658.0	592.8
<b>Total</b>	<b>1,056.0</b>	<b>1,236.8</b>	<b>1,292.4</b>	<b>1,167.1</b>	<b>1,385.8</b>	<b>1,287.1</b>
<b>Year to Year Change</b>	-	180.8	55.6	-125.2	218.7	-98.7
<b>Year to Year Growth</b>	-	17.1%	4.5%	-9.7%	18.7%	-7.1%
<b>CAGR</b>	-	17.1%	10.6%	3.4%	7.0%	4.0%

*Source: Federal Aviation Administration Passenger Boarding (Enplanement) and All-Cargo Data for US Airports*

In the context of air cargo, the Greenville-Spartanburg International Airport (GSP) is one of the state’s busiest airports, handling the greatest amount of cargo in 2022 and experiencing rapid annual growth since 2019. Major cargo tenants at the airport include FedEx, American Airlines Cargo, Delta Cargo, Southwest Cargo, Senator International Freight Forwarding, and United Parcel Service (UPS). Cargo handling at the airport is forecasted to continue increasing as new routes open for air cargo in the US market. For example, in 2022 Maersk Air Cargo scheduled new air cargo service launched from GSP to Incheon International Airport in Seoul, South Korea.

To accommodate this growth, GSP expanded its existing air cargo facilities by 50,000 square feet in 2022, offering a total of 160,000 square feet of cargo facility space. Additionally, the airport’s cargo apron is being expanded to double its existing capacity. The cargo apron expansion began in 2023, and when completed, will provide ample parking space for six large aircraft.



## Active Transportation

South Carolina's active transportation network includes all local infrastructure specifically designed for active transportation, such as sidewalks, bike lanes, and shared-use paths, but also includes regional and statewide networks of walking and biking paths. The primary organizations for regional active transportation planning are MPOs and COGs. This section discusses those longer-distance paths.

### The Palmetto Trail

The Palmetto Trail is a cross-state hiking and cycling trail. Since the trail was established in 1994, 380 miles of the planned 500-mile trail have been completed.<sup>12</sup> The final segments are mostly within the Midlands and Upstate regions. Once completed, the trail will connect Walhalla in the Blue Ridge Mountains to Awendaw on the Intercoastal Waterway. The trail can be accessed within about two hours by vehicle from any part of the state and will be South Carolina's longest pedestrian and bicycle trail.



### East Coast Greenway

The East Coast Greenway, once completed, will extend a total length of 3,000 miles from Maine to Florida. The East Coast Greenway will ultimately be a network of shared-use paths separated from roadways, though most of the trail today is still a series of designated on-street routes. In South Carolina, the East Coast Greenway extends through the low country from Myrtle Beach, Georgetown, Charleston, and Beaufort to the Georgia border. Myrtle Beach was the first East Coast Greenway city to complete all off-road trail segments. The East Coast Greenway follows the Waccamaw Neck Bikeway through Georgetown County, the Ravenel Bridge biking and walking path over the Cooper River, Charleston's West Ashley Greenway, and the Spanish Moss Trail in Beaufort.

### South Carolina Department of Parks, Recreation and Tourism (SCPRT) Touring Bike Routes

SCPRT has developed a network of designated routes across the state. The routes are designed to provide long-distance scenic bicycle tours. The routes are not designed specifically for bicycle touring, meaning they are intended for confident cyclists who have experience with rural highways and local road conditions.<sup>13</sup>

### Rail Trails

Rail trails are pedestrian and/or bicycle trails built on former rail right-of-way. Because these former railbeds were built with very gradual grades, these trails are attractive for users of all ability levels. South Carolina has rail trails across the state and the Rails-to-Trails Conservancy identifies 33 rail trails that total 173 miles.<sup>14</sup>

12. <https://palmettoconservation.org/palmetto-trail/>

13. <https://www.sctrails.net/resources/cycling>

14. <https://www.railstotrails.org/state/south-carolina/>

## Public Transportation

A strong transit system supports economic growth and improved quality of life. Public transportation provides people with an option for safe access to employment, education, community resources, medical care, and recreational opportunities. It not only improves the quality of life for thousands of South Carolinians who use public transportation each year, but also provides access to local businesses for patrons and the workforce. Many companies are expanding or relocating to South Carolina, with as many as half of these new jobs coming to rural areas; as a result, rural transportation will be a key component of transit in South Carolina. Solutions are also needed for an increasingly older population who are choosing to “age in place”. This will require the state to address the public transportation demands of this growing senior population.

### Transit Providers

In South Carolina, 41 out of 46 counties have access to public transportation. The state’s transit network includes a mix of services that include intercity passenger rail on Amtrak, fixed-route bus service that operates on a regular schedule, demand-response service that provides curb-to-curb trips, deviated fixed-route service (a hybrid of demand-response and fixed-route service), and specialized human services transportation that primarily serve seniors and persons with disabilities.

### Intercity Bus Service

Intercity bus carriers provide long-distance transportation options for those without vehicles or who prefer not to fly or drive. Major trip generators include colleges and universities, major medical facilities, commercial airports, and military bases. There are currently three intercity bus carriers with bus stations in South Carolina: Greyhound Lines, Southeastern Stages, and FlixBus. **Figure 23** shows the locations of the stations and bus lines.

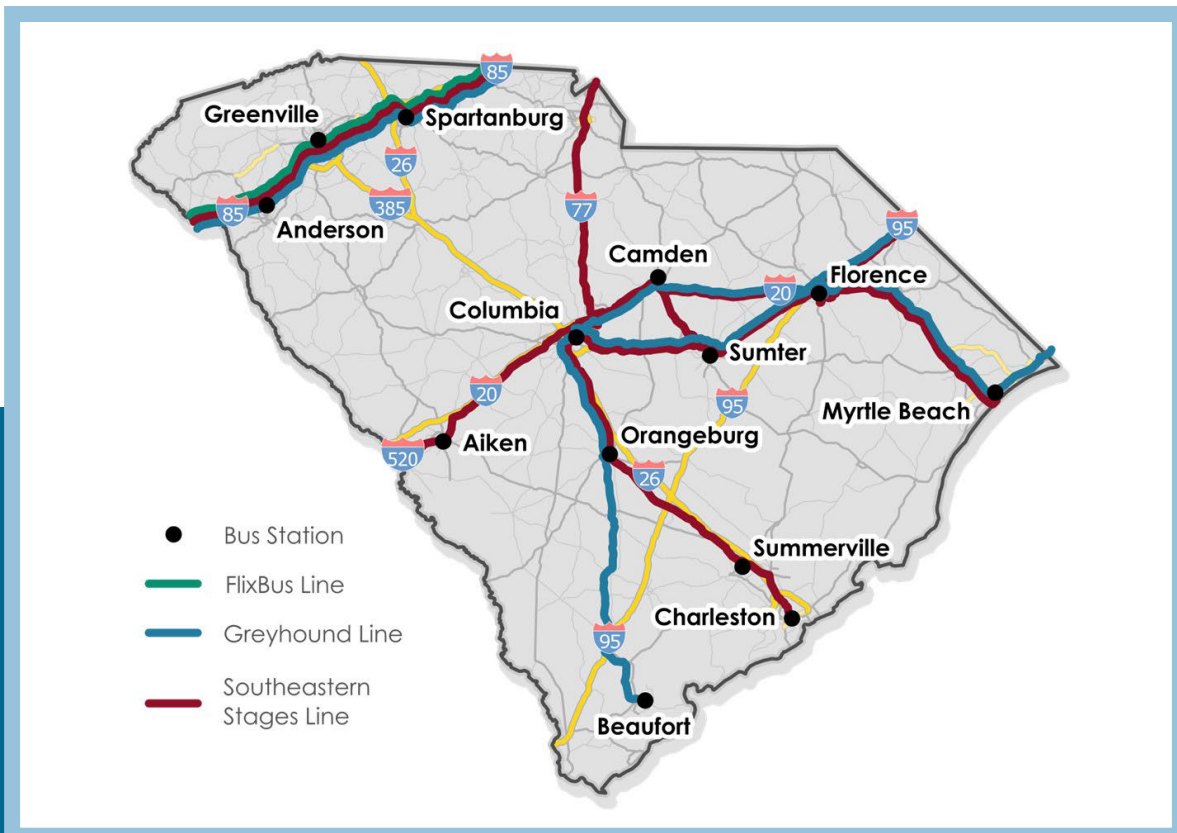


Figure 23: Intercity Bus Lines and Station Locations

## Local Transit Agencies

Transit agencies are classified into two tiers based on fleet size and responsibilities for transit asset management. Tier I providers operate 101 or more vehicles in maximum service and are responsible for creating their own individual Transportation Asset Management (TAM) plans to operate, maintain, and improve capital assets effectively throughout their lifecycles. Tier II providers operate 100 or fewer vehicles and have the option of participating in a group TAM plan sponsored by SCDOT.

All transit providers in South Carolina currently fall into the Tier II category, with 14 transit agencies providing fixed-route bus service across 29 counties. Of these, three are classified as large urban providers, six serve smaller urban areas, three serve both urban areas and their adjacent rural areas, and two operate exclusively in rural areas. Most transit agencies that provide fixed-route bus service also provide some demand-response trips, curb-to-curb paratransit for persons with disabilities, commuter bus service, or vanpool rides for commuters.

In more rural areas where fixed-route services are not feasible, human services providers and rural general public transit agencies provide demand-response trips that riders can reserve ahead for curb-to-curb trips. These trips usually require advance reservations and may accommodate multiple passengers in the same vehicle. Twelve transit agencies across the state specialize in demand-response services, providing accessible transportation for employment, retail, and medical destinations in predominantly rural areas that lack fixed-route service.

## Microtransit

Microtransit is comprised of on-demand, shared-vehicle options that can provide connections from existing fixed-route transit stops to destinations, often referred to as “first-mile/last-mile connections”, or door-to-door transportation in areas of lower population density. Services are usually provided within specified geographic zones to meet the needs of transit-dependent individuals in areas where traditional, fixed-route transit is not feasible.

The Central Midlands Regional Transportation Authority (doing business as COMET) has recently begun offering three “ReFlex” microtransit rideshare zones in small pockets of its service area to connect lower-density neighborhoods to the larger bus network. Spartanburg Area Regional Transit Agency (SPARTA) is launching a pilot for a similar program in the Upstate.

# CHAPTER 4

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## EMERGING TRENDS

# CHAPTER 4: EMERGING TRENDS

## Changing Demographics

Understanding the evolving demographics of South Carolina is crucial for transportation planners and policymakers to develop strategies that align with the changing needs of the population. Adapting transportation modes and patterns to meet these demographic shifts can help improve accessibility and efficiency in the transportation system.

South Carolina is experiencing population growth, particularly in urban areas as indicated in **Figure 24** and **Figure 25**. South Carolina’s population grew faster than any other state in the US between 2022 and 2023 (91,000 new residents). Most of this growth was due to domestic migration from other states. In 2023, South Carolina’s population totaled 5,373,555, and it is projected to grow to 6,276,477 by 2040.<sup>15</sup> As South Carolina’s population and workforce grows, there will be increased demand for transportation infrastructure and services to accommodate the transportation needs of a larger population. This will result in more traffic congestion, a greater need for public transportation options, and increased pressure to expand and improve roads and bridges.

South Carolina, like many states, is also seeing an increase in its aging population. This demographic trend may lead to a higher demand for transportation options that cater to older residents, such as accessible public transportation, paratransit services for the elderly and disabled trip needs, and ridesharing programs. Additionally, there may be a greater need for transportation services that facilitate access to healthcare facilities and other essential services for elderly individuals.

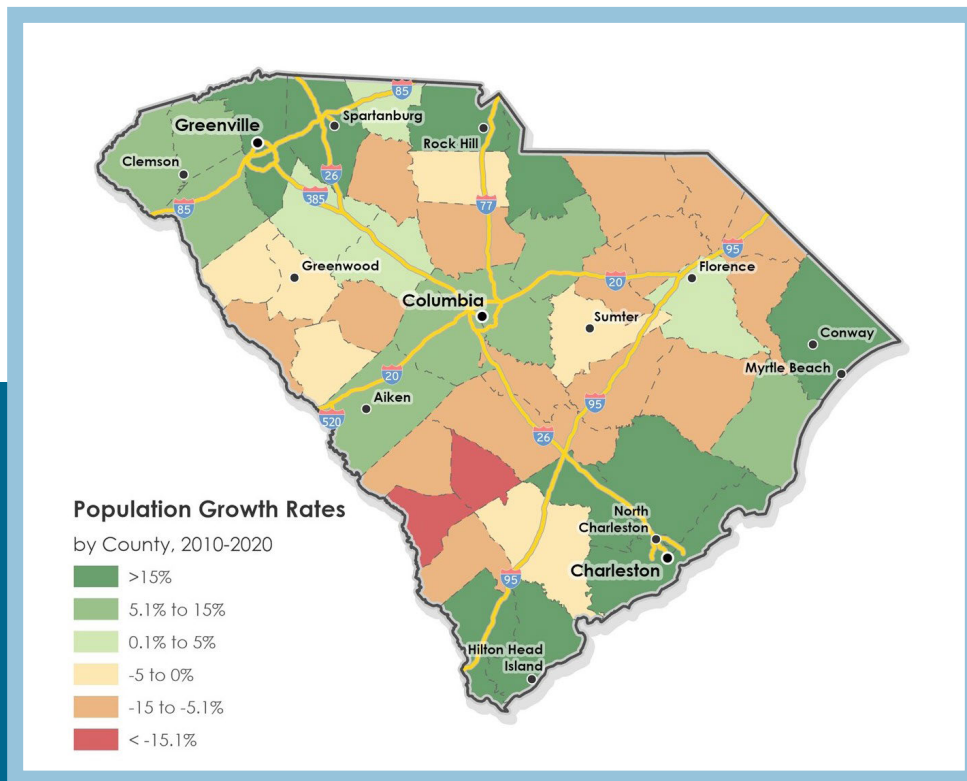


Figure 24: Population Growth Rates 2010-2020  
Source: US Census Bureau

15. <https://rfa.sc.gov/data-research/population-demographics/census-state-data-center/estimates-projections-dashboard>  
<https://www.scdot.org/inside/historyandreports/MobilityActionPlan.pdf>

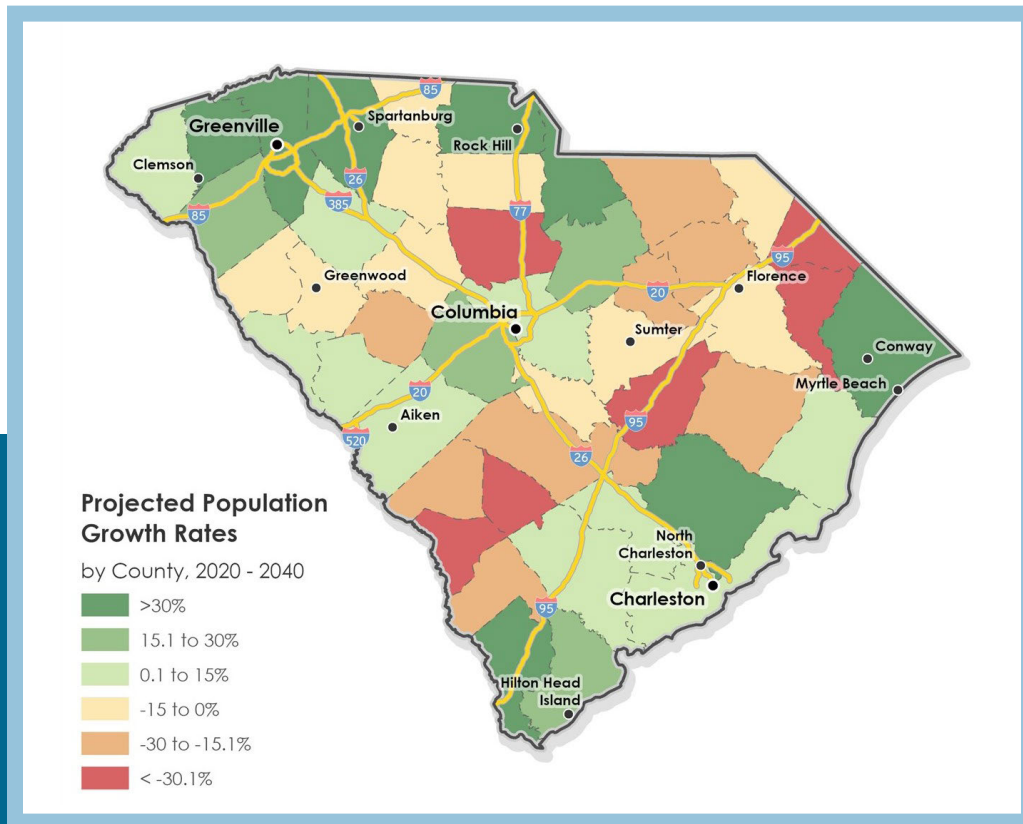


Figure 25: Projected Population Growth Rates 2020-2040  
Source: South Carolina Revenue and Fiscal Affairs Office

The most significant demographic change is the growth in urban areas. This includes expanded urban boundaries, as well as populations. Formerly small cities and towns are expanding as emerging metro areas. Growth in population and jobs in these areas comes with the need for more mobility options. Such options are also needed for an increasingly older population who are choosing to “age in place”, as well as younger adults who are more likely to forego home or vehicle ownership and instead seek opportunities to live and work in communities with transportation systems that support these choices.

## Economic and Freight Impacts

The 2022 Statewide Freight Plan notes that South Carolina's impact on the United States' economy is significant with nearly \$30 billion worth of goods exported in 2021. South Carolina's freight network handled over 557.7 million tons valued at nearly \$866.4 billion in 2019.<sup>16</sup>

South Carolina's transportation infrastructure, such as its ports and highways, plays a crucial role in meeting the freight needs of the global economy. SC Ports has a significant economic impact on the state, with container volumes doubling over the past decade. Current expansion plans from the SC Ports predict container volumes will nearly triple between 2024 and 2050. In FY 2024, SC Ports handled 2.4 million TEUs and TEUs are forecasted to grow to 7.2 million and 10 million TEUs in 2040 and 2050, respectively. Rail intermodal facilities in Greer and Dillon serve as inland ports. In FY 2024, the Greer Inland Port conducted nearly 188,000 rail lifts, which is a 28% increase from FY 2023.<sup>17</sup> Over the last decade, the Greer Inland Port has conducted 1.2 million rail lifts.<sup>18</sup> Based on this growth and the importance of freight movement, the state needs to continue to invest in maintaining and improving its ocean and inland ports, highways, railways, and distribution centers, ensuring the efficient movement of goods both domestically and internationally.

To keep the supply chain open, larger and heavier freight vehicles are needed. In some cases, this may require additional infrastructure for connected freight vehicles, larger ships or trains, and more truck rest areas. Higher energy costs for freight will likely result in global trade fluctuations and are leading the way for more alternative fuel freight vehicles including trucks, ships, and trains. Heavier freight vehicles will impact the way roads are built and maintained. A road's structural wear increases with the number of axle loads on the pavement meaning that trucks with five or more axles have a disproportionate impact on the roads compared to personal vehicles with two axles.



16. South Carolina Statewide Freight Plan. December 2022.

17. State Fiscal Year July 1-June 30

18. South Carolina Ports, August 2024 presentation.

## Emerging Technologies

Emerging technology will have a tremendous impact on what people drive, how they commute, and how trips are planned and managed. Although already being used worldwide, the percentage of Connected and Autonomous Vehicle (CAV) growth is anticipated to increase. South Carolina's Connected Vehicle Test Bed<sup>19</sup> is an important CAV initiative. This initiative is a collaboration between SCDOT and Clemson University located along a 5-mile segment of I-85 in Greenville. The test bed is being used to develop, evaluate, and demonstrate traffic incident detection and queue warning systems. According to the US Department of Transportation, the full deployment of Safety Band-related technology (wireless spectrum at 5.9GHz reserved for transportation-related communications that support CAV) could result in \$4.045 billion of annual crash savings in South Carolina.<sup>20</sup> This technology involves high-precision devices to allow communication between vehicles and traffic lights. It allows agencies to provide real-time alerts and warnings of potential dangers and will help emergency responders reach crash sites faster, giving emergency vehicles priority in traffic.

Similarly, for commercial trips, there will be a need for Freight Intelligent Transportation Systems (ITS), to support commerce. Freight ITS addresses the needs of the trucking community primarily and promotes technology that enhances efficient truck movement in the State. For example, using freight ITS to optimize routes, reduces congestion, fuel consumption, and greenhouse gas emissions. One strategy for freight ITS as related to parking is included in the 2022 South Carolina Statewide Freight Plan and includes developing a Truck Parking Information Management System (TPIMS) which incorporates sensors and cameras at truck stops, rest areas, and truck parking facilities and provides drivers with real-time data about parking availability.

In addition, South Carolina is preparing to accommodate electric vehicles (EVs). The SC+EV initiative will position South Carolina for the future of electrified mobility through the creation of a reliable and accessible statewide network of EV charging infrastructure. SC+EV will develop and deploy charging equipment throughout South Carolina in support of the National Electric Vehicle Infrastructure (NEVI) Program.

## Electric Vehicles

Increased investment in manufacturing and advancements in technology for alternative fuel vehicles have increased over the past five years and have led to increased EV adoption by drivers nationwide and in South Carolina. The increase in EVs sales results in more jobs in the alternative energy industry. In South Carolina, this is already occurring with the announcements of two battery plants, one in Chester County and one in Columbia. These represent a \$1.6 billion investment and 600 new jobs.<sup>21</sup> Additionally, the \$2 billion Volkswagen EV Scout-brand truck plant in Richland County is anticipated to bring 4,000 new jobs.<sup>22</sup> The number of EVs registered in South Carolina has been more than doubling every two years with 20,900 registered in 2023.<sup>23</sup> The state's share in EV technology is included on their Plug Into SC dashboard as shown in **Figure 26**.<sup>24</sup>

19. <https://people.computing.clemson.edu/~jmarty/SciWiNet/Material/GEC22poster-combine.pdf>

20. [https://www.transportation.gov/sites/dot.gov/files/2020-09/SafetyBand\\_StateIndex\\_RISCSD.pdf](https://www.transportation.gov/sites/dot.gov/files/2020-09/SafetyBand_StateIndex_RISCSD.pdf)

21. "Two new EV battery-related plants are coming to South Carolina," WFAE, March 22, 2023

22. <https://cleanenergy.org/blog/electric-vehicles-are-gaining-ground-in-the-southeast-as-billions-of-investment-dollars-flow/>

23. US Department of Energy, Alternative Fuels Data Center, <https://afdc.energy.gov/data>

24. <https://scpowersev.com/plug-sc#/find/nearest>



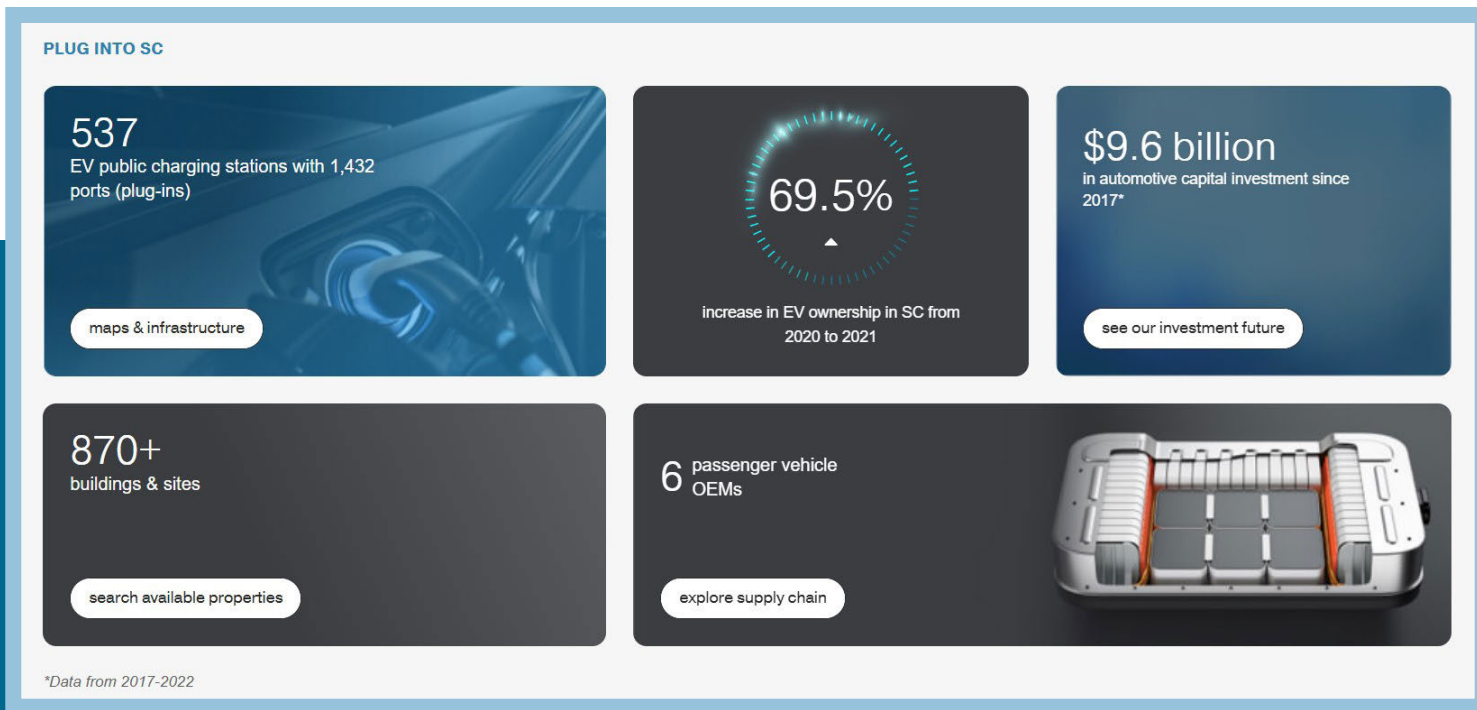


Figure 26: Plug Into South Carolina Dashboard

In support of the advancement of electric vehicles, the SC+EV initiative was established and led the development of a comprehensive plan that outlines the following:

- Existing data on EVs and EV chargers in the state.
- South Carolina’s role and opportunities regarding EV charging.
- Current and future demand for EVs in the state.
- Funding opportunities and requirements.
- Planning, construction, and operation of EV charging stations.
- Proposed EV charging infrastructure locations.
- Utility capacity and other logistics related to charging stations.
- Accessibility and safety.

# CHAPTER 5

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## FUTURE NEEDS

## CHAPTER 5: FUTURE NEEDS

South Carolina's transportation system requires investment to continue meeting the needs of the state's growing population and economy. This chapter describes the multimodal transportation system needs between 2023 and 2050. Understanding these future needs informs SCDOT of how much funding is needed to maintain the current system while addressing future growth, economic development opportunities, quality of life, and mobility.

The future needs relate to SCDOT's responsibilities, spanning various modes of transportation and infrastructure assets including Interstate capacity expansion, safety, pavement, bridges, regional mobility that includes MPOs and COGs non-interstate upgrades, routine highway maintenance, guardrails, transportation systems management and operations (TSMO), intelligent transportation systems (ITS), truck parking and rest areas, strategic rural corridors, rail, transit, and specialty programs. Private companies or other public agencies such as the SC Ports manage modes like freight rail and ports. This chapter does not address those needs since *Momentum 2050* focuses on modes and infrastructure for which SCDOT owns, maintains, and funds.

The needs identified in this chapter align with SCDOT's existing plans and initiatives, such as the 10-Year Plan, the Interstate Plan, the Transportation Systems Management and Operations (TSMO) Plan, the Strategic Highway Safety Plan (SHSP), and the South Carolina Pedestrian and Bicycle Safety Action Plan. Additionally, it is aligned with regional transportation plans such as those from MPOs and COGs.

### Summary of Needs

The projected annual multimodal transportation needs between 2023 and 2050 total \$3.251 billion, which is \$971 million more than the current expenditure of \$2.280 billion. **Table 4** summarizes current annual spending and future needs. The subsections following provide details on a summary of infrastructure needs in the following categories:

- **Pavement**
- **Interstate Program**
- **Bridge**
- **Routine Maintenance**
- **Regional Mobility**
- **Strategic Rural Corridors**
- **Specialty Programs**
- **Safety**
- **ITS/TSMO**
- **Guardrail**
- **Transit**
- **Truck Parking and Rest Areas**
- **Rail**

Table 4: Current Annual Spending and Future Annual Transportation Needs between 2023 and 2050<sup>†</sup>

Needs Category	Current Annual Spending	Additional Annual Needs Identified	Future Annual Needs	Percent Increase
Pavement	\$768	\$0	\$768	0%
Interstate Program	\$500	\$400	\$900	80%
Bridge	\$239	\$200	\$439	84%
Routine Maintenance	\$184	\$56	\$240	30%
Regional Mobility	\$238	\$62	\$300	26%
Strategic Rural Corridors	\$0	\$100	\$100	100%
Specialty Programs	\$145	\$0	\$145	0%
Safety	\$130	\$100	\$230	77%
ITS/TSMO	\$55	\$29	\$84	53%
Guardrail	\$15	\$5	\$20	33%
Transit	\$6	\$6	\$12	100%
Truck Parking and Rest Areas	\$0	\$7	\$7	100%
Rail	\$0	\$6	\$6	100%
<b>TOTAL</b>	<b>\$2,280</b>	<b>\$971</b>	<b>\$3,251</b>	<b>43%</b>

<sup>†</sup> Dollar amounts are in millions of 2023 USDs.

While Pavement, the Interstate program, and Bridges have the largest share of SCDOT’s current spending, the assets with the largest additional future annual needs are the Interstate program, Bridges, and Safety (Figure 27). Currently, SCDOT does not have a funding program for Truck Parking, Rail, and Strategic Rural Corridor needs. Based on the needs analysis, Truck Parking and Rest Areas, Rail, and Strategic Rural Corridor needs were identified and are described in this chapter.

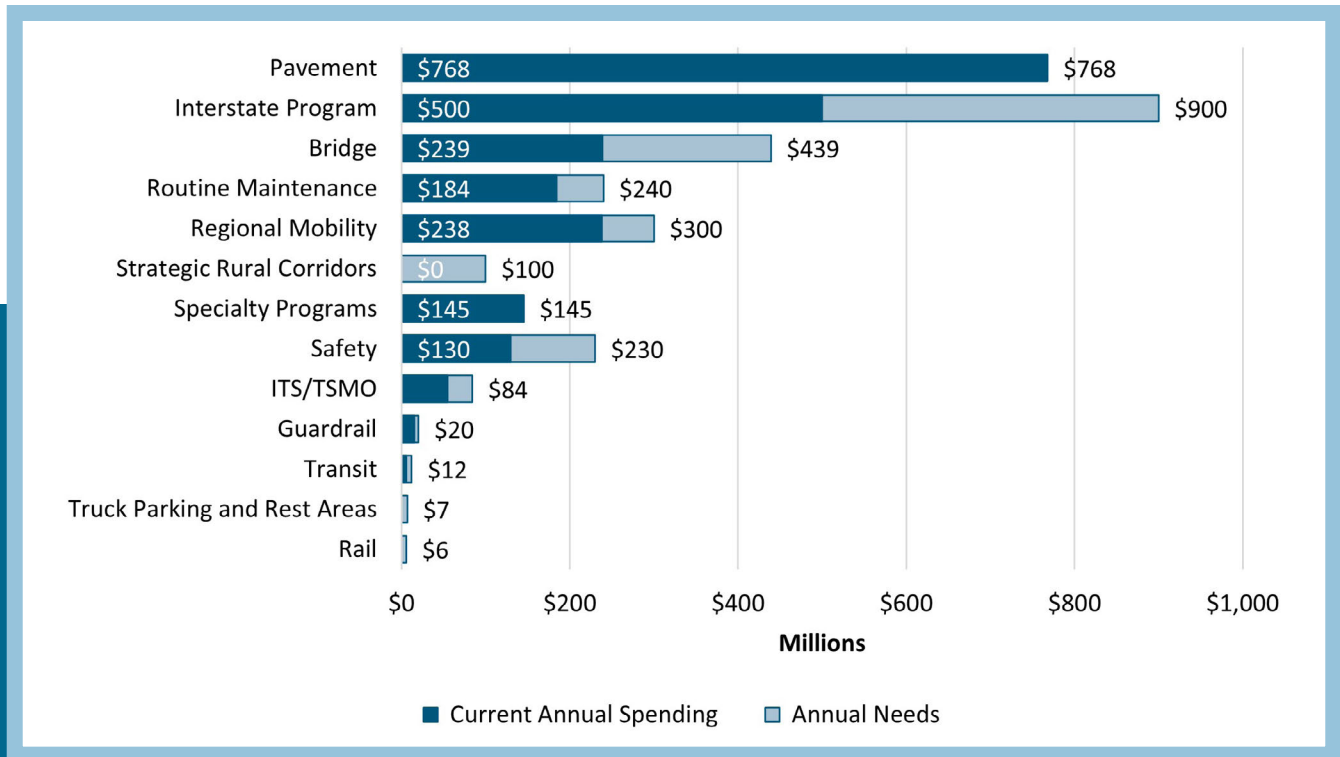


Figure 27: Summary of Current Annual Spending and Additional Annual Needs

# Components of SCDOT Needs

This section provides details on future modal needs. It provides a concise overview of each component and in some cases provides details on steps for estimating the needs.

## Interstate Program

The Interstate program strives to accommodate the state’s growing population and thriving economy by enhancing interstate capacity and addressing congestion. SCDOT’s \$500 million Interstate program provides for targeted capacity to support the state’s population and economy. Specifically, in urban areas, where traffic volumes warrant. **Figure 28** illustrates the Interstate Program map, including projects that are Completed, In Construction, Design, Planning, and Horizon projects.

To combat congestion in the Horizon areas, strategies will include completing rural interstate expansions and widening urban interstate sections where possible. In areas with significant urban congestion where widening is not feasible, alternative solutions will be explored, such as enhancing interchanges, improving operational efficiency on roads that access the interstate, and adding High Occupancy Vehicle (HOV) lanes. Another aspect of Horizon projects is the completion of hurricane evacuation improvements on I-26 between Charleston and Columbia, allowing traffic to use the shoulders for quicker evacuations during emergencies.

To meet these goals, the annual funding required for the Interstate Program will need to be increased by \$400 million totaling \$900 million annually. This investment is expected to improve the flow of people, goods, and freight across the state, supporting economic growth, enhancing safety and reliability, and boosting productivity.

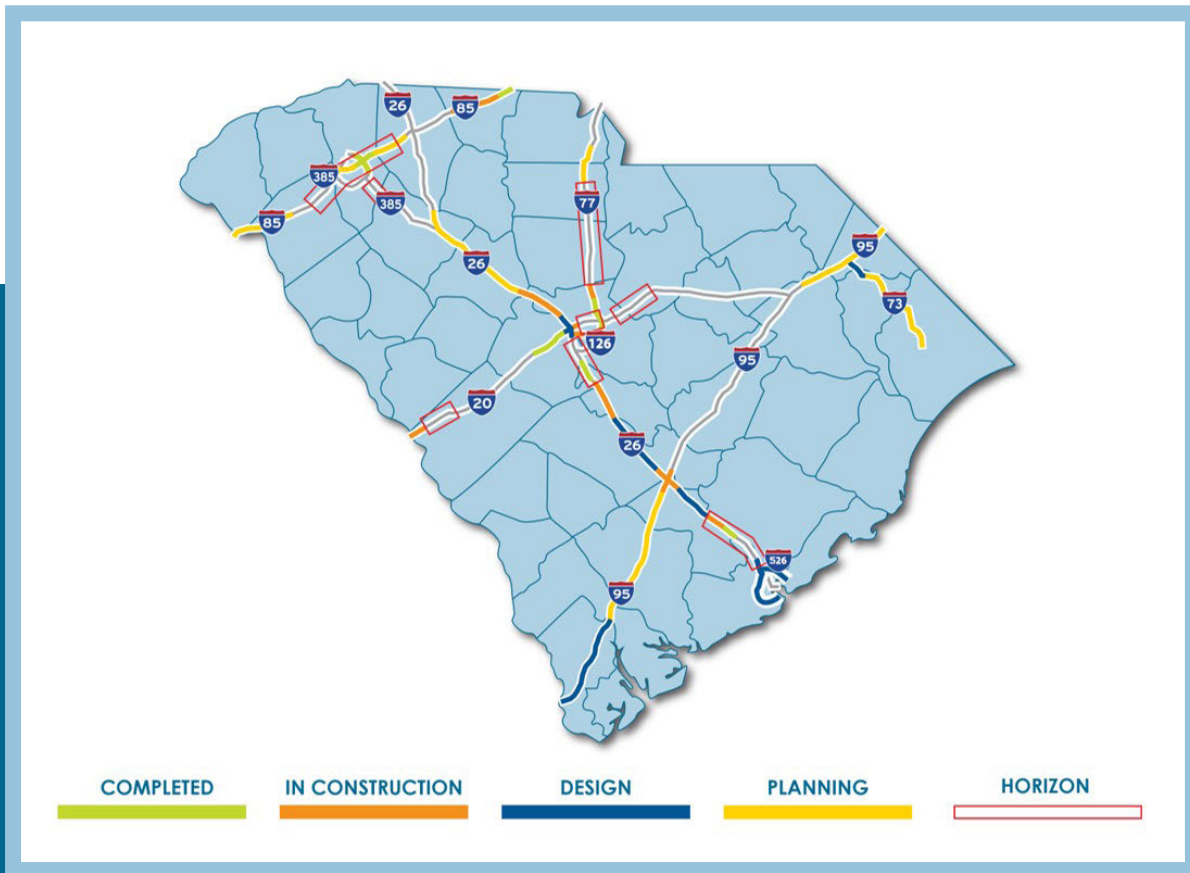


Figure 28: Interstate Program

## Pavement

Highway pavement needs encompass the costs to preserve the 41,000 centerline miles of the state-owned highway system. In fact, South Carolina's extensive network of state-owned roads ranks 4th largest among state systems. These roads include interstates, NHS routes, as well as non-NHS primary and secondary roads, encompassing both Federal Aid and non-Federal Aid projects.

Annually, SCDOT spends \$768 million annually on its pavement program to support regular road paving and rehabilitation for deteriorated state-owned roads. Paving projects are occurring in every county in the state. Since 2017, 8,800 miles of roads have been paved, and SCDOT will continue to work toward a state of good repair.

## Bridge

SCDOT currently spends \$239 million annually to maintain the state-owned bridges. However, in 2024, SCDOT received an additional \$200 million from the SC General Assembly to replace and rehabilitate bridges on the Primary (\$100 million) and Secondary (\$100 million) bridge system. To continue addressing the state's aging bridge infrastructure, an additional \$200 million is needed to meet the 10-year bridge performance targets for a total of \$439 million annually. As of September 2024, 360 of the bridges established in the 10-year target have been replaced or rehabilitated.

## Safety

Safety is a paramount concern for SCDOT, encompassing a spectrum of initiatives to avoid and reduce crashes, serious injuries, and fatalities among motorists, bicyclists, and pedestrians. SCDOT currently spends approximately \$130 million annually on safety projects, countermeasures, and programs. However, in 2024, SCDOT received an additional \$117 million from the SC General Assembly to fund safety projects on the state-owned highway system. SCDOT's additional annual safety needs are \$100 million for a total of \$230 million annually. If SCDOT invests in safety at this level it would be able to implement projects identified in the South Carolina Pedestrian and Bicycle Safety Action Plan and invest more in intersection safety projects, corridor improvements, low-cost intersection improvements, railroad improvements, and interstate safety improvements. As of September 2024, 1,116 of the 1,250 miles of rural state-owned road established in the 10-year target of state-owned roads have been improved, and this has resulted in a 20% reduction in fatal and serious injury crashes.

## Routine Highway Maintenance

SCDOT currently spends \$184 million annually on routine highway maintenance which involves a variety of tasks aimed at preserving and enhancing the condition of state-maintained roads and associated infrastructure. These funds do not include personnel costs. SCDOT's additional annual routine maintenance needs are \$56 million for a total of \$240 million annually. If SCDOT invests in routine maintenance at this level, it would address multiple maintenance activities with a focus on pavement markings, roadside maintenance, and other safety-related activities. These efforts serve as a complement to SCDOT's ongoing initiatives aimed at maintaining highways and rest areas. SCDOT has assessed its maintenance endeavors to pinpoint high-priority tasks that promise the most significant benefits for travelers, keeping in mind the agency's commitment to safety and economic opportunity.

## Regional Mobility

The Regional Mobility Program provides funding to eleven Metropolitan Planning Organizations (MPOs) and ten Councils of Governments (COGs) to support eligible projects that align with the Department's objective of enhancing the existing transportation network. This includes improvements in traffic operations, capacity, safety, and multi-modal accessibility. A key focus of the program is addressing congestion in urban areas while also improving connectivity to rural regions. Currently, SCDOT contributes \$238 million per year towards this program. As the population in our state continues to shift throughout the regions, an additional annual allocation of \$62 million for a total of \$300 million is needed to meet the growing demands on our transportation network.

## Strategic Rural Corridors

Rural roads provide access to jobs, opportunities, and markets. SCDOT is working to ensure that the rural road network serves the needs of South Carolina's residents and businesses, and it has designated key strategic rural corridors located on the NHS in need of additional capacity or other safety enhancements. While there is currently no dedicated funding for these strategic rural corridors, SCDOT estimates that approximately \$100 million annually is needed to improve safety and travel reliability on this network.

## Specialty Programs

Specialty Programs in South Carolina include the Transportation Alternatives Program, Planning, Electrical Vehicles, Capital Drainage, and State Infrastructure Bank (SIB) One-Cent Contribution. SCDOT currently spends \$145 million annually on Specialty Programs and this amount annually will cover future needs.

## Transportation Systems Management and Operations

TSMO encompasses a diverse array of strategies to optimize the transportation system's functionality, ultimately leading to enhanced safety, congestion reduction, and increased travel reliability. TSMO initiatives encompass a wide spectrum of approaches, including traffic signal coordination, incident management, and the utilization of ITS to monitor and regulate traffic flow. ITS comprises technologies and systems integrated into infrastructure or vehicles, such as dynamic message signs, sensors, and cameras, which play a pivotal role in monitoring traffic flow and providing information to road users. SCDOT uses funding for its TSMO program to reduce congestion through four program strategies: Statewide interstate ITS, Traffic Management Center (TMC) modernization, Statewide Transportation System, and Corridor Performance Improvements.

Currently, SCDOT spends approximately \$55 million annually on TSMO infrastructure and activities. However, as new technologies emerge and more vehicles are using state-owned roads, TSMO offers an efficient way to maximize usage of the highway system instead of more expensive capacity expansion or other construction projects. Based on the needs analysis, an additional \$29 million annually would support ITS and TMC enhancements, and provide needed funding to rebuild, operate, and maintain traffic signals throughout the state.



## Truck Parking and Rest Areas

While SCDOT's 2022 *South Carolina Statewide Truck Parking Assessment*<sup>25</sup> revealed a need for over 1,000 truck parking spaces throughout the state with major concentrations of truck parking needs being located along I-77 and I-85 in the northern part of the state, SCDOT currently has no program to regularly fund truck parking needs that are not met by private-sector truck stops. SCDOT analyzed rest areas to understand the maintenance backlog associated with truck parking and costs to provide it where possible, identifying needs of approximately \$7 million annually to meet the most urgent truck parking needs. Truck parking and rest area priorities cover 11 locations (often in both directions) throughout the state. Depending on the location, the needs include replacement of rest area facilities, expanded truck parking facilities, expanding interstate ramps to current design standards, outdoor seating, and major renovations. The needs do not currently include any new truck parking facilities in the state.

## Rail

Freight rail plays a critical role in South Carolina's economy, supporting employment, income and business growth. Rail's significance is set to expand with developments such as the Port of Charleston's ongoing enhancements, including harbor deepening, new container terminals and Inland Ports. Rail facilitates the efficient movement of goods, from raw materials for manufacturing to finished products for export, making it essential for the state's industrial activities. The automotive sector, a major economic driver, relies heavily on rail for shipping materials and vehicles, bolstering the local economy. Maintaining and improving rail infrastructure in a state of good repair is important to meet current and future freight and passenger transportation demand. SCDOT currently has no dedicated funding program and estimates an annual need for \$6 million to begin enhancing freight rail infrastructure, developing a rail corridor improvement plan, continuing Short Line Tax Credits, and improving at-grade rail crossings.

## Guardrails

Guardrails enhance the safety of the traveling public by preventing vehicles from going off the roadway and encountering hazards such as trees, water features, and rugged terrain. SCDOT's guardrail program currently totals \$15 million annually. Following a thorough analysis of its guardrail program, SCDOT has identified an additional \$5 million in annual funding is needed to align with its strategic objective of improving road safety.

## Transit

Forty-one out of South Carolina's 46 counties have some form of public transit. SCDOT currently administers and suballocates \$6 million annually and this is used to partially match and leverage Federal Transit Administration funding and provide some operations support funding to two public ferry systems. An additional \$6 million is needed annually to assist the transit systems with local match requirements to obtain federal funding. In 2026, SCDOT will publish a comprehensive statewide transit plan that will identify transit needs throughout the state.

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25. SCDOT (2022). South Carolina Statewide Truck Parking Assessment. October 19, 2022. Retrieved from <https://dc.statelibrary.sc.gov/handle/10827/47954>.

# CHAPTER 6

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## REVENUE FORECAST

# CHAPTER 6: REVENUE FORECAST

South Carolina’s transportation revenue comes from a range of state and federal sources. Primarily, SCDOT relies on the following major revenue sources to fund transportation investments:

- Federal Highway Administration apportionments
- Federal Transit Administration apportionments
- Motor fuel fees and taxes
- Registration fees
- Sales taxes
- General fund transfers
- Commercial road user fees
- Other fees and fines
- Investment income

## Forecasted Revenue

Between 2023 and 2050, SCDOT is forecasted to receive a total of around \$68.4 billion dollars or about \$2.4 billion dollars annually in nominal revenue. When adjusted for inflation, total revenue in “real” dollars is expected to be about \$46.5 billion or \$1.7 billion annually as shown in **Figure 29**, a decrease in purchasing power of around \$21.9 billion (~32%).

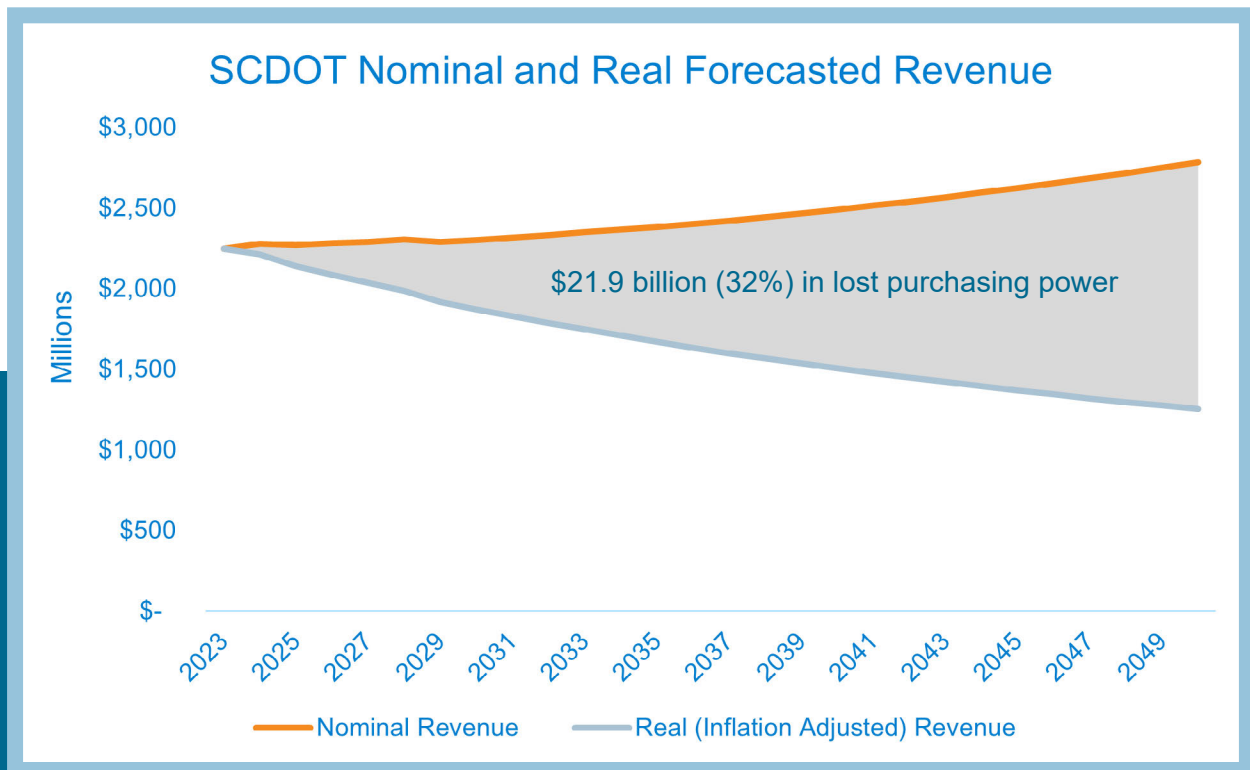


Figure 29: SCDOT Revenue Forecast (Real and Nominal)

# Assumptions and Influences

## Inflation

The difference between nominal and “real” revenue is based on assumptions about future inflation rates. “Real” revenue estimates the purchasing power of future dollars by reducing nominal dollars by compounding inflation rates. In this forecast, a 3% annual inflation rate was used between 2023 and 2050.

## Federal Funding

The IIJA succeeded the FAST Act and substantially increased federal funding to state transportation agencies, including SCDOT. The IIJA expires on September 30, 2026, and future federal funding levels are unknown. This forecast assumes that federal funding will remain at IIJA levels, plus a 2% annual growth rate after 2026 as shown in **Figure 30**.

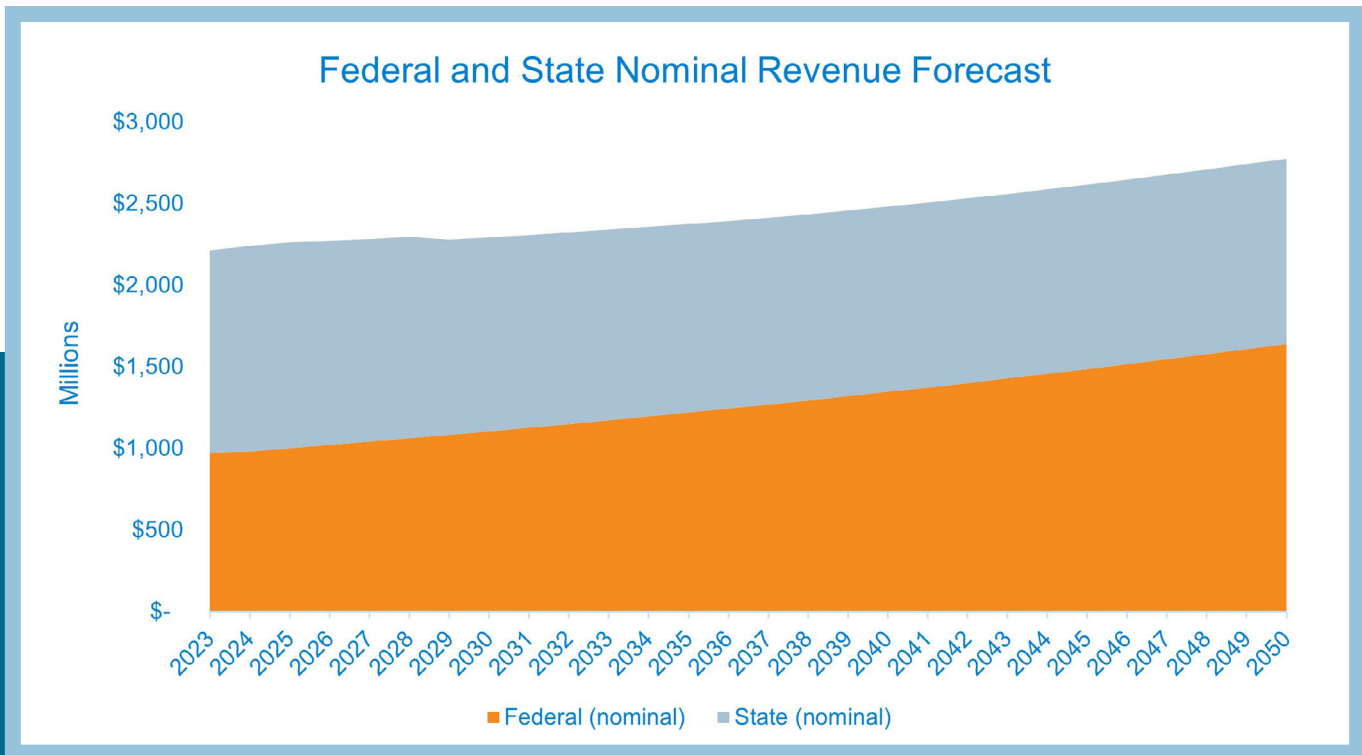


Figure 30: Federal and State Nominal Revenue Forecast

South Carolina DOT also transfers out revenue through the International Fuel Tax Agreement (IFTA) in South Carolina. IFTA is primarily for commercial vehicles that travel across multiple jurisdictions, such as interstate or international carriers. SCDOT also transfers approximately \$20.5 million annually to counties for local transportation projects through the “C” Fund Donor Bonus program.

These revenue sources are influenced by a wide range of economic and demographic factors, including the number of registered vehicles, the total number of miles traveled each year, the fuel economy of vehicles, and the number of vehicles that use alternative fuels such as electricity or hydrogen. These variables impact the amount of money South Carolina can collect from motor fuel taxes, registration fees, and user fees. As adoption rates for alternative fuel, electric, and hybrid electric vehicles increase and fuel economy for gasoline and diesel vehicles improves, the revenue that South Carolina DOT will likely receive from traditional sources like motor fuel taxes is forecasted to decrease from over \$900 billion annually in 2023 to around \$660 million by 2050 (Figure 31).

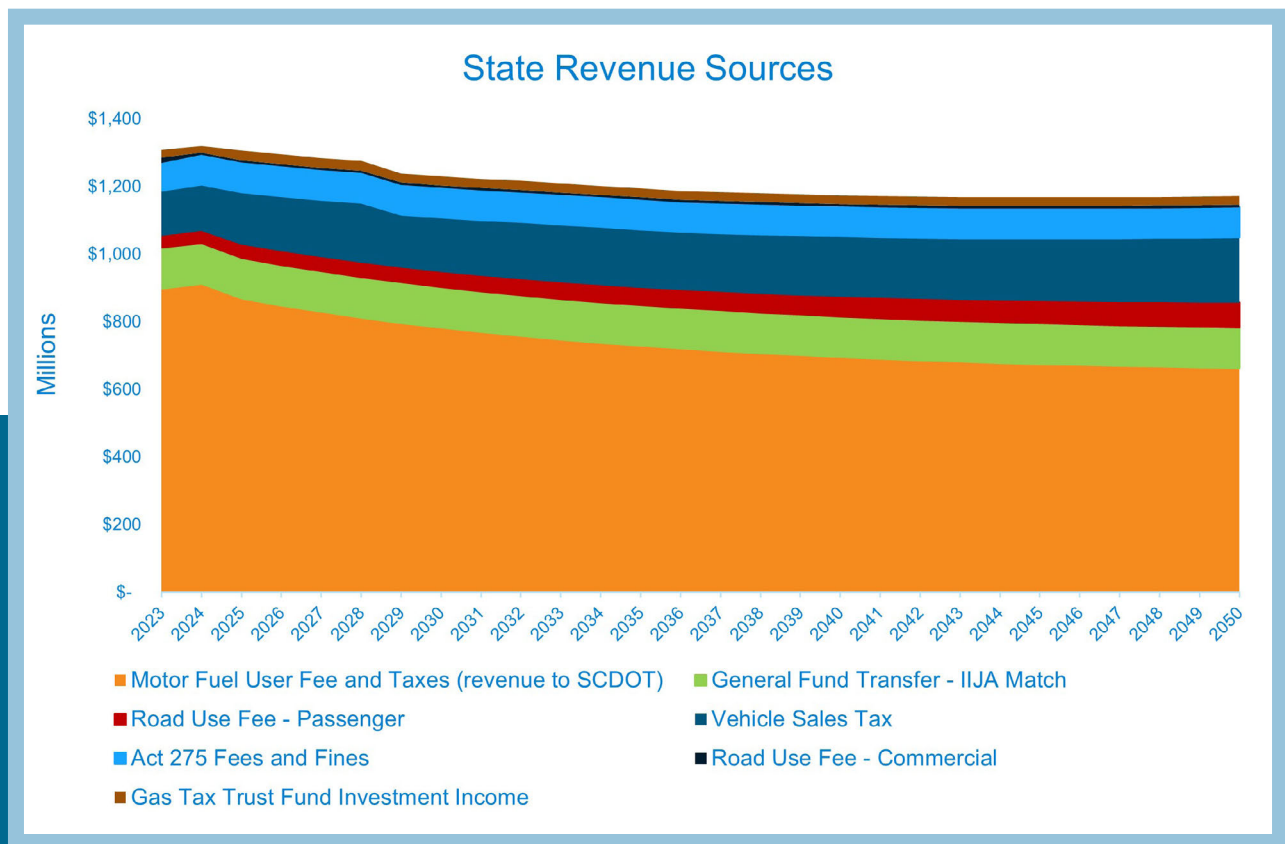


Figure 31: South Carolina State Revenue Sources

# CHAPTER 7

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## IMPLEMENTATION STRATEGIES

# CHAPTER 7: IMPLEMENTATION STRATEGIES

## Introduction

SCDOT has developed this Momentum 2050 plan that is aligned and linked together with the agency's other planning documents including the Strategic 10-Year Asset Management Plan (STAMP) and the Statewide Transportation Improvement Plan (STIP). The STAMP is a key document that bridges long term and short term goals, objectives and targets to serve as a roadmap to making efficient resource allocation decisions. The investment level planning for program budgets is evaluated at intervals to evaluate how the agency is meeting performance targets and investment strategies. The STIP is the 10-year transportation planning program for all state and local transportation projects using federal highway and/or federal transit funding and regionally significant transportation projects that are expected to be undertaken. The long term goal areas in the MTP feed the investment strategies outlined in the STAMP which then feeds projects and programs that are included in the STIP.

## Continue System Recovery



### Continue to manage the State's pavement network and bring additional pavements to good condition

- Manage and maintain the State's risk-based pavement asset management plan.
- Manage and maintain a comprehensive inventory and condition data for all state-owned pavement assets.
- Continue an annual risk assessment of key pavement assets.
- Continue analytical tradeoff/decision support tools within the transportation asset management decision-making processes.
- Continue investing in pavement assets to increase the percentage of pavement assets rated as good condition.



### Increase bridge investments to address aging bridges

- Manage and maintain the State's risk-based bridge asset management plan.
- Continue annual Strategic 10-Year Asset Management Plan (STAMP) risk assessment of key bridge assets.
- Develop analytical tradeoff/decision support tools within the transportation asset management decision-making processes to support investment strategies.
- Increase the proportion of state-owned bridge assets rated as good condition.



## Reduce South Carolina's fatality rate

- Coordinate with state and local agencies, especially law enforcement, to increase education and enforcement efforts targeting safety emphasis areas as provided in the Strategic Highway Safety Plan (SHSP).
- Coordinate with emergency responders to improve response times to rural locations.
- Develop and implement effective engineering and technology solutions, including rumble strips, safety edges, and traffic calming measures, to reduce aggressive and distracted driving, using data-driven methods and proven best practices.
- Continue to utilize a data driven approach to identify and implement projects to reduce fatal and serious injury crashes of vulnerable road users in partnership with local jurisdictions.
- Continue to invest in the implementation of necessary safety improvements at railroad grade crossings.
- Work with local first responders to be better equipped and prepared for unique safety concerns related to electric vehicle (EV) crashes, including vehicle fires.
- Continue to focus on Pedestrian and Bicycle Safety Action Plan (PBSAP) vision for using a data-driven approach to align safety programs and infrastructure improvements with demonstrated issues.



## Enhance routine field maintenance

- Develop a more accurate maintenance history over time, as resources become available to yield long-term benefits for workload management approaches.
- Provide a high level of responsiveness regarding customer service requests for routine maintenance items.
- Improve the level-of-service for day-to-day maintenance of the State System for key safety-related items.



## Identify sustainable revenue stream as alternative fuel vehicles are adopted

- Conduct a study of how EV vehicle registration fees could be leveraged as an ongoing funding source for transportation projects as adoption of EVs increases.
- Maintain and update the SCDOT revenue forecast to track impacts on revenue over time.



## Support Freight Movement



### Continue investment in Interstate Programs

- Continue to ensure forecasted freight demand is routinely assessed and included in planning and prioritization in the Rural Interstate Freight Mobility Improvement Program.
- Conduct interstate traffic operations and feasibility studies as needed for critical freight interstate corridors identified as lowest performed in terms of congestion and truck travel time reliability.
- Prioritize projects designated to improve freight mobility and eliminate bottlenecks.
- Utilize advanced technologies for proactive traffic management to maximize the existing transportation infrastructure and provide efficient, predictable, and safe movement of people and goods.
- Strategically employ innovation and sustainable transportation solutions to account for recurring congestion while improving response to incidents and non-recurring congestion.
- Continue to improve environmental stewardship during and before project construction.



### Improve condition, safety, and reliability of rural connections for non-Interstate National Highway System Routes

- Continue to identify and close any first/last mile gaps near major intermodal centers and manufacturing hubs.
- Identify and prioritize substandard roadways on the Statewide Freight Network in the SCDOT maintenance/construction program.
- Continue implementation of South Carolina's Rural Road Safety Program.
- Use the SHSP to identify and address safety emphasis areas most relevant to rural highways.

## Address Urban and Rural Mobility



### Increase investment in addressing rural access and urban congestion needs

- Coordinate with the MPOs and COGs with the planning and implementation of eligible project activities that address the Department's goal of optimizing the existing transportation network through traffic operations, capacity, safety, and multi-modal accessibility improvements.
- Coordinate with MPOs and COGs to keep the Integrated Transportation Management System (ITMS) updated with the latest existing and planned bicycle and pedestrian projects.
- Expand road network connectivity and performance measurement to achieve statewide impactful operational improvements.
- Expand ITS infrastructure to provide consistent messaging statewide and improve rural incident response time.
- Implement urban congestion solutions including optimized and managed signalized corridors, managed transit corridors, and peak demand management to improve user delay and travel time reliability.
- Continue to minimize and mitigate environmental impacts in the design and construction of transportation projects.



### Improve traffic signal operations and conditions

- Continue implementation of the TSMO program to address congestion via deployment of advanced TSMO systems.
- Maintain inventory and condition information for traffic signals and integrate into agency asset management.



### Improve transit access with a focus on workforce development and improve access to jobs, health care, and economic opportunities in rural areas

- Improve efforts to leverage federal dollars to address multimodal needs.
- Consider expanding transit service across the state, including rural areas with limited service and commuter services to connect to employment centers.
- Partner, as appropriate, to implement rapid transit services in urban areas.

## Deepen Multimodal Partnerships



### Support efforts to expand capacity at existing and planned port terminals

- Identify assets that are vulnerable to flooding and inundation, and develop adaptation strategies such as reconstruction, relocation, and protective infrastructure.
- Increase the presence and engagement of the Deputy Secretary for Planning and the Deputy Secretary for Intermodal & Freight with their counterparts at the Port of Charleston.
- Improve access and interconnectivity of the state highway system to major intermodal facilities.
- Engage the Freight Advisory Council.



### Optimize freight rail operations for Class I and Class III railroads

- Further develop and support the SCDOT Intermodal and Freight Division as they work closely with private sector railroads and Palmetto Railways to increase the resiliency, effectiveness, and efficiency of the freight transportation system.
- Coordinate with Class I railroads to improve operations and minimize freight rail congestion in anticipation of increased freight traffic, including identifying possible public funding opportunities to support project delivery.
- Investigate options for statewide programs that target both preservation of and upgrades to Class III lines.
- Analyze South Carolina's rail network to identify future possible connectivity gaps based on anticipated forward-looking freight patterns.

# APPENDIX

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## SYSTEM PERFORMANCE REPORT

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# INTRODUCTION

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## Overview

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South Carolina's population is growing; in 2023, it was the fastest-growing state in the nation, welcoming 91,000 new residents. This growth presents both challenges and opportunities for the South Carolina Department of Transportation (SCDOT) to navigate in the next decade and beyond as it seeks to deliver safe and efficient transportation for all South Carolinians regardless of how they choose to travel.

SCDOT's mission is to connect communities and drive the economy through the systematic planning, construction, maintenance and operation of the state highway system, and the statewide intermodal transportation and freight system.

SCDOT coordinates with South Carolina's Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) to set national transportation performance measures targets related to safety, infrastructure condition, and system performance and reliability, and make progress toward meeting them, as specified under 23 CFR 490. In addition, SCDOT coordinates with Tier II public transit agencies in South Carolina to identify transit asset useful life benchmarks to set targets for the preservation and maintenance of the transit system in the state, per 49 CFR 625.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made toward achieving the targets established and reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

## Alignment with Other Plans

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The infrastructure condition performance measures outlined in this System Performance Report (SPR) are a part of SCDOT's Strategic Ten-Year Asset Management Plan (STAMP). The transit asset management targets align with the federally reported measure and targets in the National Transit Database. The safety performance measures are also aligned with those reported through the Highway Safety Improvement Program (HSIP). System performance, congestion, and emissions targets are in alignment with those reported bi-annually to the FHWA by SCDOT.

## The Infrastructure Investment and Jobs Act

Through the federal rulemaking process, FHWA requires state Departments of Transportation to monitor the transportation system using specific performance measures. Federal Transportation Performance Management (TPM) was identified in the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and has been extended through the Infrastructure Investment and Jobs Act (IIJA). These performance measures are associated with the national goal areas prescribed in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the FAST Act. MAP-21 established National Goals and a performance and outcome-based program. As part of the program, federally established performance measures are set, and those targets shall be monitored for progress. The MAP-21 National Goals, which have been carried through via the IIJA, are as follows:

- **Safety:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** Maintain the highway infrastructure asset system in a state of good repair.

- **Congestion Reduction:** Achieve a significant reduction in congestion on the NHS.
- **System Reliability:** Improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** 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.

These goals provide clear asset management performance-based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preserving existing infrastructure more cost-effectively and efficiently. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods, and services, enhancing state and national commerce performance.

The System Performance Report (SPR) describes these national goal areas, rulemakings, performance areas, prescribed measures, targets, and tools to calculate the targets. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

## Strategic Plan

The SCDOT's Strategic Plan forms the guiding principles of the agency's investment strategies, focusing on the maintenance, preservation, and safety of the existing transportation infrastructure, directing investments in highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming, and enhancing mobility.

There is alignment between SCDOT's Strategic Plan Goals and the National Goals. The goals of the SCDOT Strategic Plan are:

- Improve safety programs and outcomes in high-risk areas.
- Maintain and preserve its existing transportation infrastructure.
- Improve program delivery to increase the efficiency and reliability of road and bridge network.

## Strategic 10-Year Asset Management Plan

The STAMP was developed in a collaborative effort with South Carolina's Division Office of the FHWA. The STAMP has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting 10-year performance estimates for all state-maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the STAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT's physical assets over the next decade. The STAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of South Carolina's transportation infrastructure.

## Transit Asset Management Plan

SCDOT's Transit Asset Management (TAM) Plan is a key component of the agency's Strategic Plan. The TAM Plan provides reasonable benchmarks for operation, maintenance, rehabilitation, and a timeline for the replacement of transit assets funded through SCDOT. The TAM Plan also provides data to measure and manage transit asset performance, risks, lifecycle costs, and cost-effectiveness to aid in future project prioritization and funding decisions.

The TAM Plan relies heavily on performance data to measure, predict, and manage asset life cycles. Quality data is essential, as future transit asset replacement will be based on maximizing asset performance over its life cycle. Since SCDOT does not own or operate any of these assets, a great deal of collaboration is required between SCDOT and sub-recipients. This collaborative effort provides for optimization of resource allocation and the collection of operational and maintenance data.

The TAM Plan is a set of strategic and systematic processes and practices for managing the performance, risk, and costs of transit capital assets over their lifecycle to provide safe, cost-effective, and reliable service. The TAM Plan will also guide the decision-making process regarding asset condition and priority replacement in concert with our transit partners. The TAM Plan target goals and methodology are based on the analysis and results from the self-evaluation and decision support tools that are utilized by SCDOT.

The TAM Plan was developed to provide a strategic TAM process, consistent with the agency's Strategic Plan and ten-year TAMP. The TAM Plan targets are consistent with the targets recommended by the Federal Transit Administration (FTA). The goals and objectives are as follows:

- Inventory of Capital Assets
  - Maintain a current up to date inventory of all rolling stock, equipment, and facilities.
  - Provide stakeholder data as to the current size and availability of the transit fleet in South Carolina.
- Condition Assessment
  - Maintain a current assessment of assets for all asset class levels.
  - Provide utilization data and fleet SGR to all stakeholders.
- Decision Support Tools
  - Provide SCDOT with an estimated investment needed to meet TAMP goals.
  - Provide sub-recipients a prioritized list of fleet replacements based on available funding.
  - Provide SCDOT a proposed order of replacement needs ranking of programs and projects.
  - Provide subrecipients with a prioritized list of fleet replacements based on available funding.

## Statewide Multimodal Transportation Plan

Momentum 2050, SCDOT's Statewide Multimodal Transportation Plan (SMTP) – managed by SCDOT's Office of Planning – provides an opportunity for the Department to build upon the currently adopted 2040 Multimodal Transportation Plan, enhance public outreach and stakeholder involvement efforts, update the vision, goals, and objectives, document environmental and cultural resources, prepare for emerging technologies, leverage data analytics to assess performance-based needs and develop investment strategies.



The Momentum 2050 goals focus on the long-term priorities of SCDOT and aim to move South Carolina forward economically as it grows. The four Momentum 2050 goals are each supported by several objectives that are actionable and measurable steps SCDOT can take to work toward the achievement of the long-term goals. The objectives aligned with each goal area are as follows:

- **Continue System Recovery:** Invest in maintenance of the existing transportation system to improve resiliency and infrastructure conditions and prioritize initiatives aimed at improving safety among all roadway users.
  - Bring additional pavements to good condition.
  - Increase bridge investments to address aging bridges.
  - Reduce South Carolina’s fatality rate.
  - Enhance routine field maintenance.
  - Identify a sustainable revenue stream as alternative fuel vehicles are adopted.
- **Support Freight Movement:** Systematically invest in a world-class interstate system to support the movement of freight and people across South Carolina to keep the economy growing.
  - Accelerate rural interstate investment to widen remaining rural segments of interstate.
  - Invest in an urban interstate congestion program to improve reliability on major urban corridors.
  - Improve condition, safety, and reliability of rural connections for non-interstate National Highway System (NHS) routes.
- **Address Urban and Rural Mobility:** Address traffic congestion in urban areas and prioritize improved access for rural communities to and from jobs, healthcare, and education.
  - Increase investment in addressing rural access and urban congestion needs.
  - Improve access to jobs, health care, and economic opportunities in rural areas.
  - Improve traffic signal operations and conditions.
  - Improve transit access with a focus on workforce development and health care.
- **Deepen Multimodal Partnerships:** Prioritize initiatives that leverage other modes of transportation to support South Carolina’s continued prosperity.
  - Support efforts to expand capacity at existing and planned port terminals.
  - Optimize freight rail operations for Class I and Class III railroads.

Momentum 2050 provides long-term guidance for the development of transportation programs and establishes strategies to achieve South Carolina’s transportation goals over the next 25 years. The statewide multimodal plan is updated every five years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future needs, and projected state and federal funding.

## Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) emphasizes a data-driven, performance-based strategic approach to improving highway safety, through the development and implementation of a Strategic Highway Safety Plan (SHSP), a comprehensive plan that establishes statewide highway safety goals, objectives, and key emphasis areas intended to drive HSIP investment decisions.

SCDOT, along with the Department of Public Safety (DPS), the Office of Traffic Safety, the HSIP office, and all other offices and partners, strives toward the goal of reducing all crashes with a focused emphasis on reducing fatal and serious injury crashes for all roadway users.

# PERFORMANCE MEASURES

**Table 1** through **Table 6** present the latest baseline data, SCDOT's performance targets coordinated with MPOs and COGs, and progress toward the 2021 and 2023 targets. These tables cover Safety, Pavement and Bridge Assets, and System Performance, Emissions, Reliability, and Transit Assets. Each section provides a concise overview of the goals and progress in these key areas.

## Safety

As part of the development of the 2022 HSIP, SCDOT evaluated the baseline condition and developed targets as identified in **Table 1**. The 2022 HSIP focuses on state-maintained roads, where 93% of fatal crashes and most severe crashes occur. Previously, HSIP annual reports were on a calendar year basis. The HSIP office revised the reporting period to align with the state's HSIP implementation plan. Crash data is documented from January 1, 2021, to December 31, 2021, while funding obligations are based on the federal fiscal year, from October 1, 2021, to September 30, 2022.

*Table 1. Safety Performance Measures and Targets*

Federal Performance Measure	How It's Measured	2021 Outcome	2021 Target	Achieved Target or Made Significant Progress?	2023 Target
<b>Fatalities</b>	Number of fatalities (five-year rolling average)	1,059.0	1,005		1,119.0
<b>Fatality rate</b>	Number of fatalities per 100 million VMT (five-year rolling average)	1.880	1.760		1.940
<b>Serious injuries</b>	Number of serious injuries (five-year rolling average)	2,862.2	2,950.0	<input checked="" type="checkbox"/>	2,868.0
<b>Serious injury rate</b>	Number of serious injuries per 100 million VMT (five-year rolling average)	5.087	5.350	<input checked="" type="checkbox"/>	4.960
<b>Non-motorized fatalities and serious injuries</b>	Number of non-motorized fatalities and serious injuries (five-year rolling average)	457.8	440.0		485

SOURCE: FHWA STATE PERFORMANCE DASHBOARD - SOUTH CAROLINA. ACCESSED 5/30/2024. [HTTPS://WWW.FHWA.DOT.GOV/TPM/REPORTING/STATE/STATE.CFM?STATE=SOUTH%20CAROLINA](https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=south%20carolina)

According to the 2022 HSIP, in 2021 SCDOT met the target for two of the five federal safety measures – serious injuries and serious injury rate. SCDOT also made significant progress toward

the 2021 number of non-motorized fatalities and fatalities. However, SCDOT did not meet or make significant progress toward the number of fatalities or fatality rate measures.

Multiple actions have been taken to work toward meeting the targets for the number and rate of fatalities. For fatalities and fatality rates, the state allocates 100 percent of HSIP funds to projects based on crash data and injury severity, optimizing funding for high-risk locations and effective countermeasures. Additionally, state funding supports Rural Road Safety projects to reduce rural run-off road crashes, which have a high incidence of fatal and serious injuries.

For the unmet target for non-motorized fatalities and in alignment with the SHSP, SCDOT adopted a Pedestrian and Bicycle Safety Action Plan (PBSAP). This plan generated two key lists: potential project locations based on crash history and ranked roadways for systemic improvements based on characteristics common in past crashes. These lists guide HSIP project locations and are available for MPOs, COGs, and county governments. The Roadway Safety Audits for these locations were started in the fall of 2022 and are expected to be completed in the fall of 2024.

Regarding the 2023 targets, the South Carolina 2022 HSIP report indicates that SCDOT developed the target of 1,119.0 traffic fatalities by analyzing historic data and trend projections using a polynomial order 2 trend analysis to inform the target for 2022 and guide the five-year goal ending in 2023. The state followed the same approach to determine the target of 2,868.0 serious injuries and 485.0 non-motorized fatalities. The state's examination of projects and safety initiatives anticipated a decrease in fatalities, serious injuries, and non-motorized fatalities supporting the SHSP.

By projecting 2023 fatalities and considering a 2 percent increase in vehicle miles, the 2022 HSIP indicates that the state established a target fatality rate of 1.940 and target serious injury rate of 4.960. These goals align with SHSP's aim of reducing serious injury rates, representing a valuable objective for the state.

### **Alignment with Other Plans**

The Safety Performance Measures are in alignment with and advance the following Momentum 2050 goal and objectives:

- **Continue System Recovery:** Invest in maintenance of the existing transportation system to improve resiliency and infrastructure conditions and prioritize initiatives aimed at improving safety among all roadway users.
  - Bring additional pavements to good condition.
  - Increase bridge investments to address aging bridges.
  - Reduce South Carolina's fatality rate.
  - Enhance routine field maintenance.
  - Identify a sustainable revenue stream as alternative fuel vehicles are adopted.

The Safety Performance Measures are also in alignment with and advance the following goals identified in MAP-21, HSIP, and the SCDOT's Strategic Plan:

- MAP-21
  - Safety Goal: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- HSIP
  - Safety Goal: Reducing all crashes with a focused emphasis on reducing fatal and serious injury crashes for all roadway users.

- Strategic Plan
  - Safety Goal: Improve safety programs and outcomes in high-risk areas.

## System Condition

In the 2022 South Carolina Full Performance Period Progress Report (FPP), SCDOT evaluated the baseline and performance of the first performance period (2021) outcome and targets related to pavement and bridge conditions. Additionally, in the 2022 South Carolina Baseline Performance Period (BPP), SCDOT provides further details on the development of its 2023 targets. These conditions and targets are summarized in **Table 2**.

*Table 2. Asset Condition Performance Measures and Targets*

Federal Performance Measures	How It's Measured	2021 Outcome	2021 Target	Achieved Target or Made Significant Progress?	2023 Target
<b>Pavement condition</b>	% of interstate pavement in good condition	75.8	71.0	<input checked="" type="checkbox"/>	77.0
	% of interstate pavement in poor condition	0.2	3.0	<input checked="" type="checkbox"/>	2.5
<b>Pavement condition</b>	% of non-interstate NHS pavement in good condition	38.8	21.1	<input checked="" type="checkbox"/>	36.0
	% of non-interstate NHS pavement in poor condition	1.6	4.6	<input checked="" type="checkbox"/>	10.0
<b>Bridge condition</b>	% of NHS deck area in good condition	38.5	42.7		35.0
	% of NHS deck area in poor condition	4.3	6.0	<input checked="" type="checkbox"/>	6.0

SOURCE: FHWA STATE PERFORMANCE DASHBOARD - SOUTH CAROLINA. ACCESSED 5/30/2024. [HTTPS://WWW.FHWA.DOT.GOV/TPM/REPORTING/STATE/STATE.CFM?STATE=SOUTH%20CAROLINA](https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=south%20carolina)

According to the FPP, in 2021, SCDOT met the target for five of the six federal asset condition measures – percentage of interstate pavement in good condition, percentage of interstate pavement in poor condition, percentage of non-interstate NHS pavement in good condition, percentage of non-interstate NHS pavement in poor condition, and percentage of NHS deck area in poor condition.

SCDOT did not meet the 2021 target related to the percentage of NHS deck area in good condition as they achieved 38.5 percent versus the forecasted 42.7 percent (**Table 2**). Despite falling short in the near term, progress was made in long-term investments and asset management through Bridge

Program restructuring. SCDOT developed a funded prioritized bridge list, and this will help advance program goals, aiming for improved performance and a state of good repair.

The 2021 percentage of interstate pavement in good condition of 75.8 percent exceeded the 71.0 percent target. Likewise, the 2021 percentage of interstate pavements in poor condition was 0.2 percent and surpassed the 3.0 percent target. According to the FPP, SCDOT continues to make significant progress on the Interstate System with increased funding, at \$203 million in SFY 2022. Widening over 82.5 miles and reconstructing the I-85/I-385 Interchange were completed. Pavement quality on the Interstate System will further improve as per STAMP objectives.

The 2021 percentage of non-interstate NHS pavements in good condition was 38.8 percent and exceeded the 21.1 percent target. Likewise, the 2021 condition of 1.6 percent for statewide percentage of pavements on the Non-Interstate NHS in poor condition surpassed the 4.6 percent target. The FPP indicates SCDOT has made significant progress on the Non-Interstate NHS System, investing \$419 million since 2018. Additionally, a \$50 million state-funded program targets Rural Road Safety, enhancing select roadways on the network. SCDOT aims to further advance the Non-Interstate NHS toward a state of good repair, aligning with STAMP objectives.

SCDOT achieved 4.3 percent, surpassing the forecasted 6.0 percent target for the state's Percentage of Bridges on the NHS Classified as in Poor Condition in 2021. Significant progress was made toward the target. According to the FPP, the Bridge Program underwent a comprehensive restructuring, prioritizing preservation, rehabilitation, and replacement, guided by asset management principles to achieve a state of good repair.

As reported in the STAMP, pavement and bridge condition targets were established on October 1, 2021, for both two-year and four-year periods. The state's 11 MPOs and 10 COGs have 180 days to either adopt the state targets or coordinate with the state to set separate targets.

The 2022 BPP report indicates that the 2023 targets for both interstate and non-interstate pavement conditions were determined based on historical trends and planned investments. SCDOT employs the federal International Roughness Index (IRI) and Full Distress metrics for TPM reporting instead of the Pavement Quality Index (PQI). Considering extensive interstate work and Open Graded Friction Course (OGFC) replacements, forecast models and validated data informed the targets, set at 77.0 percent for interstate pavement in good condition and 2.5 percent for poor condition. A deterioration model was utilized to establish a target of 36.0 percent for non-interstate NHS pavements in good condition, reflecting substantial system improvements. For non-interstate NHS pavements in poor condition, SCDOT utilizes federal IRI and Full Distress metrics, deviating from the PQI. The deterioration model forecasts pavement condition changes aligned with national performance measures outlined in 23 CFR Subpart C § 490.307. Trend lines, validated with project and budget data, supported the setting of the 2023 target at 10.0 percent for non-interstate NHS pavements in poor condition.

Additionally, the BPP report states that bridge targets were established using historical National Bridge Inventory (NBI) data and projected investments. A model predicted trends by integrating current and planned projects. The 2023 targets for the percentage of NHS deck area in good condition were set at 35.0 percent, factoring in ongoing inspections, underwater assessments, and concerns over rising inflation costs. Additionally, a 6.0 percent performance measure for the poor condition category in 2023 was established, meeting federal minimum requirements.

## Alignment with Other Plans

The Pavement and Bridge Condition Performance Measures are in alignment with and advance the following goals and objectives from Momentum 2050:

- **Continue System Recovery:** Invest in maintenance of the existing transportation system to improve resiliency and infrastructure conditions and prioritize initiatives aimed at improving safety among all roadway users.
  - Bring additional pavements to good condition.
  - Increase bridge investments to address aging bridges.
  - Reduce South Carolina’s fatality rate.
  - Enhance routine field maintenance.
  - Identify a sustainable revenue stream as alternative fuel vehicles are adopted.
- **Support Freight Movement:** Systematically invest in a world-class interstate system to support the movement of freight and people across South Carolina to keep the economy growing.
  - Accelerate rural interstate investment to widen remaining rural segments of interstate.
  - Invest in an urban interstate congestion program to improve reliability on major urban corridors.
  - Improve condition, safety, and reliability of rural connections for non-interstate National Highway System (NHS) routes.

The Pavement and Bridge Conditions Performance Measures are also aligned with and advance the following goals and objectives identified in MAP-21 and the SCDOT’s Strategic Plan.

- MAP-21
  - Asset and Infrastructure Condition Goal: Maintain the highway infrastructure asset system in a state of good repair.
- Strategic Plan
  - Asset and Infrastructure Condition Goal: Maintain and preserve its existing transportation infrastructure.

## System Performance and Reliability

In the 2022 South Carolina FPP, SCDOT evaluated the baseline and performance of the first performance period (2021) outcome and targets related to system performance and reliability. Additionally, in the 2022 South Carolina BPP, SCDOT provides further details on the development of its 2023 targets. These conditions and targets are summarized in **Table 3**.

According to the FPP, in 2021 SCDOT met the target for five of the seven federal system performance and reliability measures – percentage of the person-miles traveled on the interstate that are reliable, percentage of the non-interstate NHS person-miles traveled that are reliable, truck travel time reliability index, annual hours of peak hour excessive delay per capita for the Charlotte NC-SC region, and percent of non-single occupancy vehicles for the Charlotte NC-SC region.

SCDOT did not meet the statewide emissions reduction targets for Nitrogen Oxides (NOx) and volatile organic compounds (VOC). The CMAQ program funded projects outlined in the 2014-2017 baseline for on-road emissions reduction have been executed or are in progress. Further CMAQ initiatives, not initially considered, have since received funding. The Rock Hill–Fort Mill Area Transportation Study (RFATS) serves part of the Charlotte, NC-SC Urbanized Area, a transportation management area (TMA) with over one million people. In coordination with RFATS and NCDOT, SCDOT developed the baseline CMAQ Performance Plan, which the RFATS Policy Committee approved in the fall of 2018. Complying with federal regulations, SCDOT then submitted the plan to

the FHWA, following the mandated procedures. RFATS applied for a region-wide CMAQ project in 2019, installing Adaptive Traffic Control Signals along the SC 160 Corridor, enhancing regional transportation. Additionally, new CMAQ projects within the RFATS planning area have been included and funded from 2018 to 2021.

*Table 3. System Performance and Reliability Performance Measures and Targets*

Federal Performance Measures	How It's Measured	2021 Outcome	2021 Target	Achieved Target or Made Significant Progress?	2023 Target
<b>Travel time reliability</b>	% of the person-miles traveled on interstate that are reliable	95.9	90.0	<input checked="" type="checkbox"/>	89.1
<b>Travel time reliability</b>	% of the non-interstate NHS person-miles traveled that are reliable	95.0	81.0	<input checked="" type="checkbox"/>	85.0
<b>Truck travel time reliability</b>	Truck travel time reliability index	1.31	1.45	<input checked="" type="checkbox"/>	1.45
<b>Peak Hour Excessive Delay</b>	Annual hours of peak hour excessive delay per capita – Charlotte NC-SC	9.8	34.0	<input checked="" type="checkbox"/>	34.0
<b>Non-SOV</b>	Percent of non-single occupancy vehicles – Charlotte NC-SC	25.6	21.0	<input checked="" type="checkbox"/>	21.0
<b>Emissions Reductions for NOx</b>	Emissions Reductions for NOx	8.290	58.730		58.670
<b>Emissions Reductions for VOC</b>	Emissions Reductions for VOC	11.010	46.262		40.820

SOURCE: FHWA STATE PERFORMANCE DASHBOARD - SOUTH CAROLINA. ACCESSED 5/30/2024. [HTTPS://WWW.FHWA.DOT.GOV/TPM/REPORTING/STATE/STATE.CFM?STATE=SOUTH%20CAROLINA](https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=south%20carolina)

As indicated in the RFATS report, the Peak Hour Excess Delay (PHED) and Non-Single Occupancy Vehicle (Non-SOV) measures target urbanized areas with over a million people, including NHS miles, and in ozone, CO, or particulate matter nonattainment areas. In South Carolina's Charlotte urbanized area (UZA), agencies with common planning area boundaries agreed on unified targets in spring 2018, revisited them in January 2020, and reviewed progress in 2020-2021. These agencies are the Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization, Gaston-Cleveland-Lincoln MPO, Rock Hill – Fort Mill Area Transportation Study, NCDOT, and SCDOT. On-Road Emissions Reduction measures focus on states and MPOs in nonattainment areas for ozone, CO, PM10, or PM2.5. RFATS and other agencies in the Charlotte UZA target VOC and NOx emissions; FHWA corrected CO's applicability guidance post-baseline CMAQ Performance Plan development. As indicated in the FPP for interstate person-miles traveled, the 2021 reliability condition of 95.9 percent surpassed the 90.0 percent target. Reduced Vehicle Miles Traveled (VMT)

during the pandemic affected reliability. Over 82.5 miles of Interstates were enhanced, including widening and preservation projects on I-85, I-26, and I-20. The focus remains on unreliable sections, especially in the Charleston (CHATS), Greenville-Pickens (GPATS), and Columbia (COATS) MPOs. STAMP management addresses these priorities through the STAMP’s third goal, i.e., “Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network”, and its strategy to “improve the reliability of the movement of people and goods across the major portions of our road network by targeting three specific bottlenecks at system-to-system interchanges”.

Regarding Non-Interstate NHS Person-Miles Traveled, the 2021 reliability condition of 95.0 percent exceeded the 81.0 percent target. Reduced Vehicle Miles Traveled (VMT) during the pandemic impacted reliability. VMT’s share of unreliable Traffic Messaging Channels (TMCs) declined from the baseline year, influencing the variance between actual and target 2021 values.

SCDOT improved the statewide freight movement from a targeted 1.45 truck travel time reliability index to a 1.31 outcome in 2021. Over 82.5 Interstate miles were upgraded, with capacity widening and preservation projects contributing. Interstate’s unreliable sections, comprising 4.1 percent mainly in CHATS, GPATS, and COATS, are prioritized for improvement through STAMP management to enhance national freight movement and economic development. STAMP management addresses these priorities through the STAMP’s third goal, i.e., “Improve SCDOT program delivery to increase the efficiency and reliability of our road and bridge network”, and its strategy to “improve the reliability of the movement of people and goods across the major portions of our road network by targeting three (3) specific bottlenecks at system-to-system interchanges”.

PHED performance in the Charlotte region initially rose in 2018 but fell slightly below baseline in 2019 at 14.8 hours, reflecting improvements. In 2020 and 2021, PHED dropped significantly to 7.6 and 9.8 hours per capita due to reduced global vehicle travel during the pandemic, particularly in the Charlotte urbanized area. Future performance remains uncertain.

Non-SOV travel in the Charlotte urbanized area remained steady from 2017 to 2020 but rose to 25.6 percent in 2021, mainly due to the pandemic’s impact on commuting. With more people staying at home, non-SOV travel increased. Telecommuting is considered one of the non-SOV modes (82 FR 5970) and was widely used during the pandemic due to people working, studying, and performing other related activities from home. Data is based on a five-year rolling average, providing smoothing from year to year (**Table 3**).

Travel time reliability refers to consistent travel times day-to-day or at various times. The Office of Planning’s System Performance Management calculates reliability targets by analyzing historical trends and data across segments and considering future construction impacts. COVID-19 data exclusions show its effects, with 2023 targets set at 89.1 percent for percentage of the person-miles traveled on the interstate that are reliable, 85.0 percent for percentage of the non-interstate NHS person-miles traveled that are reliable.

Truck travel time reliability, measured by percentile ratios, reflects normal to peak travel times. Excluding 2020-2021 due to COVID-19, targets were adjusted to the 97th percentile to address construction impacts, set at 1.45 for 2023.

Peak hour excessive delay (PHED) targets are determined by analyzing the National Performance Measures Research Dataset (NPMRDS), covering the entire NHS. It provides continuous average



travel times, vehicle types, occupancy factors, and speed limits. Data sources include the National Household Transportation Survey and the National Transit Database. Trends in the Charlotte urbanized area inform target setting, considering factors like population growth, VMT increases, ongoing construction, and the COVID-19 impact on work patterns. The 2023 PHED target was defined as 34.0 hours.

The non-SOV targets are collaboratively set with NCDOT and MPOs. Trends in non-SOV travel over the last 4 years were analyzed using American Community Survey (ACS) data. Targets assume continued population growth and VMT increases, with minimal impact from the current Statewide Transportation Improvement Program (STIP) and MPO's Transportation Improvement Program (TIP) projects. The effects of new transit services and COVID remain uncertain. Targets represent the lower range of potential non-SOV travel over the four-year period. The corresponding 2023 non-SOV target was defined as 21.0 percent.

In collaboration with RFATS MPO, the 2023 emissions reduction target for NO<sub>x</sub> was formulated as 58.670 kg/day and for VOC as 40.820 kg/day. These targets consider projects beneficial to those measures in the performance period.

### **Alignment with Other Plans**

The System Performance and Reliability Performance Measures are in alignment with and advance the following goals and objectives from Momentum 2050:

- **Support Freight Movement:** Systematically invest in a world-class interstate system to support the movement of freight and people across South Carolina to keep the economy growing.
  - Accelerate rural interstate investment to widen remaining rural segments of interstate.
  - Invest in an urban interstate congestion program to improve reliability on major urban corridors.
  - Improve condition, safety, and reliability of rural connections for non-interstate National Highway System (NHS) routes.
- **Address Urban and Rural Mobility:** Address traffic congestion in urban areas and prioritize improved access for rural communities to and from jobs, healthcare, and education.
  - Increase investment in addressing rural access and urban congestion needs.
  - Improve access to jobs, health care, and economic opportunities in rural areas.
  - Improve traffic signal operations and conditions.
  - Improve transit access with a focus on workforce development and health care.
- **Deepen Multimodal Partnerships:** Prioritize initiatives that leverage other modes of transportation to support South Carolina's continued prosperity.
  - Support efforts to expand capacity at existing and planned port terminals.
  - Optimize freight rail operations for Class I and Class III railroads.

The System Performance and Reliability Performance Measures are also in alignment with and advance the following goals and objectives identified in MAP-21 and the STAMP.

- MAP-21
  - System Reliability Goal: Improve the efficiency of the surface transportation system.
  - Congestion Goal: Achieve a significant reduction in congestion on the NHS.
  - Freight Movement and Economic Vitality Goal: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- Environment Goal: Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- STAMP
  - Goal: Promote the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

## Transit

Establishing, financing, and sustaining effective, statewide, publicly operated transit service in urban and rural areas continues to be a major challenge, while at the same time one of SCDOT's biggest accomplishments. South Carolina has a population of approximately 5.3 million, split between rural and urbanized areas, and public transit is a core component of South Carolina's multimodal transportation network. Forty-one of the state's 46 counties have public transit service to varying degrees, providing over 12 million passenger trips statewide annually.

The Federal Transit Administration (FTA) released its final rule on Transit Asset Management (TAM) on July 26, 2016, which implemented new requirements for recipients and subrecipients of Chapter 53 funds under 49 CFR Parts 625 and 630. Starting from October 1, 2016, the rule mandates FTA grantees to develop and regularly update asset management plans for public transportation assets, ensuring full coverage within a four-year cycle. Additionally, they must establish annual state of good repair (SGR) performance targets and provide new asset inventory module reports to the National Transit Database (NTD) yearly.

Asset condition reporting started in 2018, with target setting commencing in 2019. Transit agencies conduct annual assessments of physical assets through TAM plans. These plans include an inventory of assets, lifespan benchmarks, and asset condition evaluations. They also define future condition targets in compliance with the FTA. NTD's TAM Performance Measure Tool provides a means of displaying aggregations of statistical data for different asset class inventories based on reporting agency and year. This report includes data on the 2021 and 2022 targets and outcomes for rolling stock, equipment, and facilities. The 2023 targets are also reported for equipment.

The Transit Performance Measures assess the percent of the fleet that is older than the useful life benchmark and the percent of facilities that are rated less than 3.0 out of 5.0 on the Transit Economic Requirements Model (TERM) Scale.

Twenty-six entities reported transit performance measures in the NTD (**Table 4**). Nineteen reported their performance measures as a group through SCDOT in the TAM Plan, and another seven reported their performance measures through individual plans. This report includes both the group and individual reporters' performance measures. The data is reported based on the fiscal year of each reporter. SCDOT's fiscal year runs from July 1 to June 30, whereas the individual reporters may follow different fiscal year deadlines.

**Table 4. TAM Performance Tool Reporters**

Reporter Name	Urbanized Area (UZA)	Sponsor	Reporter Type
Santee Wateree Regional Transportation Authority	85708 - Sumter, SC	4R07 – SCDOT (TAM Plan)	Full Reporter
Spartanburg Regional Health Services, Inc.	83548 - Spartanburg, SC		
Pee Dee Regional Transportation Authority	30061 - Florence, SC		Reduced Reporter
Lancaster County Council on Aging	15670 - Charlotte, NC--SC		
Spartanburg Transit System	83548 - Spartanburg, SC		
City of Anderson	02420 - Anderson--Clemson, SC		
Berkeley Charleston Dorchester RTMA	15508 - Charleston, SC		
City of Rock Hill	75745 - Rock Hill, SC		
Lowcountry Regional Transportation Authority	08601 - Bluffton East--Hilton Head Island, SC		
York County Council on Aging	75745 - Rock Hill, SC		Rural Reporter
Aiken Area Council on Aging, Inc.	Rural		
Williamsburg County Transit System	Rural		
Bamberg County Office on Aging	Rural		
Edgefield County Senior Citizens Council	Rural		
Generations Unlimited	Rural		
Fairfield County Transit System	Rural		
Newberry County Council on Aging	Rural		
McCormick County Senior Center	Rural	Full Reporter	
Senior Services Incorporated of Chester County	Rural		
Charleston Area Regional Transportation Authority	15508 - Charleston, SC		
Greenville Transit Authority	35461 - Greenville, SC		
City of Clemson	02420 - Anderson--Clemson, SC		
Central Midlands Regional Transportation Authority	18964 - Columbia, SC		
Waccamaw Regional Transportation Authority	60895 - Myrtle Beach--North Myrtle Beach, SC--NC		Reduced Reporter
Lower Savannah COG	04222 - Augusta-Richmond County, GA--SC		
Catawba Indian Nation	00045 - South Carolina non-UZA [Tribe]		

SOURCE: 2022 TAM PERFORMANCE TOOL. [HTTPS://WWW.TRANSIT.DOT.GOV/NTD/DATA-PRODUCT/2022-TAM-PERFORMANCE-TOOL-0](https://www.transit.dot.gov/NTD/data-product/2022-tam-performance-tool-0)

The performance measures for both the agencies that were a part of the SCDOT TAM Plan, and individual reporters are detailed in the following sections. Complete TAM Performance Tool Data is available in Appendix C.

### Vehicles

Transit agencies establish Useful Life Benchmarks (ULBs) as the maximum lifespan for each vehicle type and measure the percentage of vehicles exceeding their ULB and set future targets.

#### Rolling Stock

Rolling Stock, or revenue vehicles, broadly include buses and other passenger vehicles. Buses fall into two subcategories, bus and articulated bus. Other passenger vehicles include automobiles, cutaway buses, minivans, over-the-road buses, school buses, sports utility vehicles, and vans.

**Table 5** shows the percent of rolling stock fleet that is older than the useful life benchmark relative to transit performance targets. Blank entries indicate that an agency has not set targets for a vehicle category, because the agency does not own or operate said category of vehicle.

*Table 5. Percent of Rolling Stock Fleet that is Older than the Useful Life Benchmark Relative to Transit Performance Targets*

Vehicle	Reporter	ULB	Vehicles at or Past Useful Life Benchmark					
			2021			2022		
			#	%	Target	#	%	Target
<b>Articulated Bus</b>	SCDOT TAM Plan	14	-	-	-	-	-	-
	Catawba Indian Nation	-	-	-	-	-	-	-
	Central Midlands RTA	-	-	-	-	-	-	
	Charleston Area RTA	-	-	-	-	-	-	
	City of Clemson	12	0	0.0%	0.0%	0	0.0%	50.0%
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-	-
<b>Automobile</b>	SCDOT TAM Plan	8	-	-	-	-	-	-
	Catawba Indian Nation	-	-	-	-	-	-	-
	Central Midlands RTA	5-7	0	0.0%	-	0	0.0%	-
	Charleston Area RTA	-	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-	-
<b>Bus</b>	SCDOT TAM Plan	14	11	16.7%	-	12	16.9%	-
	Catawba Indian Nation	12	0	0.0%	0.0%	0	0.0%	0.0%
	Central Midlands RTA	11-14	0	0.0%	18.0%	8	15.1%	1.0%
	Charleston Area RTA	14	22	24.4%	15%	10.1%	15%	
	City of Clemson	12-14	3	10.7%	45.0%	1	3.4%	20.0%
	Greenville Transit Authority	7-10	1	4.3%	22.0%	3	12.5%	50.0%
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	9-14	8	32.0%	23.0%	5	22.7%	25.0%
<b>Cutaway</b>	SCDOT TAM Plan	10	11	3.8%	-	18	6.3%	-
	Catawba Indian Nation	-	-	-	-	-	-	-
	Central Midlands RTA	6-10	11	24.4%	24.0%	11	24.4%	0.0%
	Charleston Area RTA	10	0	0.0%	20%	0	0.0%	20%
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	7	0	0.0%	0.0%	0	0.0%	14.3%
	Lower Savannah COG	6	0	0.0%	25.0%	0	0.0%	25.0%
	Waccamaw RTA	5-10	0	0.0%	0.0%	3	42.9%	33.0%
<b>Minivan</b>	SCDOT TAM Plan	8	2	5.4%	-	2	5.0%	-
	Catawba Indian Nation	8	0	0.0%	0.0%	0	0.0%	0.0%
	Central Midlands RTA	5-7	0	0.0%	0.0%	0	0.0%	0.0%
	Charleston Area RTA	8	0	0.0%	0.0%	0	0.0%	0.0%
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	8	0	0.0%	0.0%	0	0.0%	50.0%

Vehicle	Reporter	ULB	Vehicles at or Past Useful Life Benchmark					
			2021			2022		
			#	%	Target	#	%	Target
<b>Over the Road Bus</b>	SCDOT TAM Plan	14	3	27.3 %	-	6	50.0 %	-
	Catawba Indian Nation	-	-	-	-	-	-	-
	Central Midlands RTA	-	-	-	-	-	-	-
	Charleston Area RTA	-	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-	-
<b>School Bus</b>	SCDOT TAM Plan	14	-	-	-	-	-	-
	Catawba Indian Nation	12	0	0.0%	0.0%	0	0.0%	0.0%
	Central Midlands RTA	-	-	-	-	-	-	-
	Charleston Area RTA	-	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-	-
<b>Sports Utility Vehicle</b>	SCDOT TAM Plan	14	-	-	-	-	-	-
	Catawba Indian Nation	6-8	1	16.7 %	0.0%	3	50.0 %	20.0%
	Central Midlands RTA	5-7	0	0.0%	-	0	0.0%	-
	Charleston Area RTA	-	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-	-
<b>Van</b>	SCDOT TAM Plan	8	4	6.3%	-	7	10.4 %	-
	Catawba Indian Nation	-	-	-	-	-	-	-
	Central Midlands RTA	5-7	0	0.0%	-	0	0.0%	-
	Charleston Area RTA	8	0	0.0%	20%	0	0.0%	20%
	City of Clemson	-	-	-	-	-	-	-
	Greenville Transit Authority	7	0	0.0%	0.0%	0	0.0%	0.0%
	Lower Savannah COG	-	-	-	-	-	-	-
	Waccamaw RTA	5-8	0	0.0%	0.0%	0	0.0%	0.0%

**SOURCES**

- **2022 TAM PERFORMANCE TOOL.** [HTTPS://WWW.TRANSIT.DOT.GOV/NTD/DATA-PRODUCT/2022-TAM-PERFORMANCE-TOOL-0](https://www.transit.dot.gov/ntd/data-product/2022-tam-performance-tool-0)
- **DEFAULT USEFUL LIFE BENCHMARK CHEAT SHEET.** [HTTPS://WWW.TRANSIT.DOT.GOV/SITES/FTA.DOT.GOV/FILES/2021-11/TAM-ULB-CHEATSHEET.PDF](https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/tam-ulb-cheatsheet.pdf)
- **NTD.** [HTTPS://WWW.TRANSIT.DOT.GOV/NTD/DATA-PRODUCT/2022-ANNUAL-DATABASE-REVENUE-VEHICLE-INVENTORY](https://www.transit.dot.gov/ntd/data-product/2022-annual-database-revenue-vehicle-inventory)

**Equipment**

Equipment, also referred to as non-revenue vehicles, includes automobiles and trucks, and other rubber tire vehicles.

**Table 6** shows the percent of equipment fleet that is older than the useful life benchmark relative to transit performance targets.

*Table 6. Percent of Equipment Fleet that is Older than the Useful Life Benchmark Relative to Transit Performance Targets*

Vehicle	Reporter	ULB	Vehicles at or Past Useful Life Benchmark						
			2021			2022			2023
			#	%	Target	#	%	Target	Target
<b>Automobiles</b>	SCDOT TAM Plan	8	2	40.0%	-	2	40.0%	-	-
	Catawba Indian Nation	-	-	-	-	-	-	-	-
	Central Midlands RTA	5-7	0	0.0%	-	0	0.0%	0.0%	0.0%
	Charleston Area RTA	8	0	0.0%	-	3	21.4%	20.0%	20.0%
	City of Clemson	-	-	-	-	-	-	-	-
	Greenville Transit Authority	5-15	0	0.0%	-	0	0.0%	0.0%	100.0%
	Lower Savannah COG	-	-	-	-	-	-	-	-
	Waccamaw RTA	5-12	2	50.0%	-	0	0.0%	33.0%	50.0%
<b>Trucks and other Rubber Tire Vehicles</b>	SCDOT TAM Plan	14	8	33.3%	-	1	45.8%	-	-
	Catawba Indian Nation	-	-	-	-	-	-	-	-
	Central Midlands RTA	5-7	1	20.0%	-	1	14.3%	20.0%	14.0%
	Charleston Area RTA	14	1	33.3%	-	1	33.3%	20.0%	20.0%
	City of Clemson	3	0	0.0%	-	0	0.0%	0.0%	0.0%
	Greenville Transit Authority	5-15	4	33.3%	-	7	53.8%	53.9%	64.6%
	Lower Savannah COG	-	-	-	-	-	-	-	-
	Waccamaw RTA	5-12	1	50.0%	-	2	100.0%	33.0%	66.0%

**SOURCES**

- 2022 TAM PERFORMANCE TOOL. [HTTPS://WWW.TRANSIT.DOT.GOV/NTD/DATA-PRODUCT/2022-TAM-PERFORMANCE-TOOL-0](https://www.transit.dot.gov/ntd/data-product/2022-tam-performance-tool-0).
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**Facilities**

Facilities are evaluated using the TERM Scale (**Table 7**), ranging from Poor to Excellent on a 5-point scale. Agencies report the percentage of facilities rated below "Adequate" (3) and set future targets.

*Table 7. TERM Rating Scale*

<b>TERM Rating</b>	<b>Condition</b>	<b>Description</b>
<b>Excellent</b>	4.8-5.0	No visible defects, near-new condition.
<b>Good</b>	4.0-4.7	Some slightly defective or deteriorated components.
<b>Adequate</b>	3.0-3.9	Moderately defective or deteriorated components.
<b>Marginal</b>	2.0-2.9	Defective or deteriorated components in need of replacement.
<b>Poor</b>	1.0-1.9	Seriously damaged components in need of immediate repair.

**Table 8** shows the facilities that are rated less than 3.0 out of 5.0 on the TERM Scale.

*Table 8. Facilities that are rated less than 3.0 out of 5.0 on the TERM Scale*

<b>Facility</b>	<b>Reporter</b>	<b>Facilities With Condition Assessment Below 3</b>					
		<b>2021</b>			<b>2022</b>		
		<b>#</b>	<b>%</b>	<b>Target</b>	<b>#</b>	<b>%</b>	<b>Target</b>
<b>Administrative Office / Sales Office</b>	SCDOT TAM Plan	1	33.3%	-	1	33.3%	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	-	-	-	-	-	-
	Charleston Area RTA	-	-	-	-	-	-
	City of Clemson	0	0.0%	0.0%	0	0.0%	0.0%
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	0	0.0%	0.0%	0	0.0%	0.0%
	Waccamaw RTA	-	-	-	-	-	-
<b>Bus Transfer Center</b>	SCDOT TAM Plan	0	0.0%	-	0	0.0%	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	0	0.0%	0.0%	0	0.0%	0.0%
	Charleston Area RTA	0	0.0%	0.0%	0	0.0%	0.0%
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	1	100.0%	100.0%	0	0.0%	0.0%
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	1	100.0%	100.0%	1	100.0%	100.0%
<b>Combined Administrative and Maintenance Facility</b>	SCDOT TAM Plan	0	0.0%	-	0	0.0%	-
	Catawba Indian Nation	-	-	-	0	0.0%	-
	Central Midlands RTA	-	-	-	-	-	-
	Charleston Area RTA	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	1	100.0%	100.0%	1	100.0%	100.0%
<b>General Purpose Maintenance Facility/Depot</b>	SCDOT TAM Plan	0	0.0%	-	0	0.0%	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	-	-	-	-	-	-
	Charleston Area RTA	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-
<b>Maintenance Facility</b>	SCDOT TAM Plan	0	0.0%	-	0	0.0%	-
	Catawba Indian Nation	-	-	-	-	-	-

Facility	Reporter	Facilities With Condition Assessment Below 3					
		2021			2022		
		#	%	Target	#	%	Target
<b>(Service and Inspection)</b>	Central Midlands RTA	-	-	-	-	-	-
	Charleston Area RTA	0	0.0%	0.0%	0	0.0%	0.0%
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	1	100.0%	100.0%	1	100.0%	100.0%
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-
<b>Other, Administrative &amp; Maintenance</b>	SCDOT TAM Plan	0	0.0%	-	0	0.0%	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	0	0.0%	33.0%	0	0.0%	0.0%
	Charleston Area RTA	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-
<b>Surface Parking Lot</b>	SCDOT TAM Plan	-	-	-	-	-	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	-	-	-	-	-	-
	Charleston Area RTA	0	0.0%	0.0%	0	0.0%	0.0%
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-
<b>Vehicle Fueling Facility</b>	SCDOT TAM Plan	-	-	-	-	-	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	0	0.0%	33.0%	0	0.0%	0.0%
	Charleston Area RTA	0	0.0%	0.0%	0	0.0%	0.0%
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-
<b>Vehicle Washing Facility</b>	SCDOT TAM Plan	-	-	-	-	-	-
	Catawba Indian Nation	-	-	-	-	-	-
	Central Midlands RTA	1	100.0%	33.0%	0	0.0%	0.0%
	Charleston Area RTA	-	-	-	-	-	-
	City of Clemson	-	-	-	-	-	-
	Greenville Transit Authority	-	-	-	-	-	-
	Lower Savannah COG	-	-	-	-	-	-
	Waccamaw RTA	-	-	-	-	-	-

SOURCE: 2022 TAM PERFORMANCE TOOL. [HTTPS://WWW.TRANSIT.DOT.GOV/NTD/DATA-PRODUCT/2022-TAM-PERFORMANCE-TOOL-0](https://www.transit.dot.gov/ntd/data-product/2022-tam-performance-tool-0).



## Alignment with Other Plans

The Transit Performance Measures are in alignment with and advance the following goals and objectives identified in Momentum 2050.

- **Address Urban and Rural Mobility:** Address traffic congestion in urban areas and prioritize improved access for rural communities to and from jobs, healthcare, and education.
  - Continue effort to improve Regional Mobility Program to address rural and urban projects for local congestion and access needs.
  - Refocus transit on workforce development.
- **Deepen Multimodal Partnerships:** Prioritize initiatives that leverage other modes of transportation to support South Carolina’s continued prosperity.
  - Support Port Authority's efforts to establish expanded capacity at existing and planned terminals.

Transit Performance Measures are also in alignment with and advance the following goals and objectives identified in the MAP-21 and the Group TAM Plan.

- MAP-21
  - Freight Movement and Economic Vitality Goal: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- TAM Plan
  - Goal: Inventory of Capital Assets
    - Objective: Maintain a current up to date inventory of all rolling stock, equipment, and facilities.
    - Objective: Provide stakeholder data as to the current size and availability of the transit fleet in South Carolina.
  - Objective: Maintain a current assessment of assets for all asset class levels.

## CONCLUSION

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SCDOT coordinates with MPOs, COGs, and transit agencies to set and monitor performance targets related to safety, infrastructure condition, system performance and reliability, and transit. Likewise, SCDOT aligns its performance measures and targets with federal requirements outlined in MAP-21 and the IIJA. This alignment ensures consistency and compliance with national transportation goals. The SCDOT's Strategic Plan guides the agency's investment strategies, focusing on safety, infrastructure maintenance, program delivery efficiency, employee well-being, and public trust. Also, SCDOT has developed the STAMP and TAM Plans to effectively manage and maintain transportation assets, ensuring their longevity and optimizing resource allocation. Momentum 2050 outlines long-term transportation priorities, focusing on interstate system resilience, urban mobility, rural connectivity, and leveraging alternative modes of transportation. SCDOT emphasizes data-driven approaches to highway safety through implementing the HSIP, aiming to reduce crashes and fatalities through strategic planning and investment.

While SCDOT met some targets for federal safety measures, it can still advance on others, particularly regarding fatalities and fatality rates. Therefore, the state has proposed actions like allocating HSIP funds to high-risk locations and implementing the Pedestrian and Bicycle Safety Action Plan to improve these measures. Subsequently, the state established targets for 2023 based on historical trends and projections to continue progress toward reducing fatalities and injuries. The safety performance measures reviewed in this document align with goals outlined in MAP-21, HSIP, and SCDOT's Strategic Plan, emphasizing the commitment to reducing traffic fatalities and serious injuries.

The state met most targets for federal asset condition measures but can improve on the percentage of NHS deck area in good condition. In this sense, long-term investments and asset management strategies have been implemented by SCDOT to improve performance and achieve a state of good repair. The pavement and bridge conditions performance measures are in alignment with, and advance goals and objectives identified in MAP-21, the TAM Plan, and the SCDOT's Strategic Plan.

SCDOT met most targets for federal system performance measures but did not achieve statewide emissions reduction targets for NOx and VOC. Hence, the state has taken actions to address those issues, which include executing CMAQ-funded projects and developing plans to address congestion and improve travel time reliability. Additionally, the targets for 2023 were adjusted by the state to account for the impact of COVID-19 on travel patterns. The system performance and reliability measures reviewed in this SPR align with goals outlined in MAP-21, STAMP, Momentum 2050, TAM Plan, and SCDOT's strategic plan, focusing on improving efficiency, reducing congestion, enhancing economic vitality, and protecting the environment.

Public transit plays a vital role in South Carolina's transportation network, facilitating over 12 million passenger trips annually across urban and rural areas. Federal regulations, particularly the 2016 TAM rule by FTA, mandate asset management plans and State of Good Repair targets. Transit agencies conduct annual assessments through TAM plans, ensuring asset inventory, condition evaluation, and target setting. These measures align with transportation goals, focusing on urban mobility and rural connectivity. Reporting involves 26 entities, with 19 reporting through the SCDOT TAM Plan and seven individually. This SPR presents the condition of vehicles, equipment, and facilities, emphasizing the importance of maintaining infrastructure integrity.

# APPENDICES

## Appendix A. Goal Alignment Across Plans

The four performance measurement areas are aligned with the goals identified in the other relevant plans (Table 9).

*Table 9. Goal Alignment across Plans*

Goal Area	Goal	Plan	Safety	Condition	System Performance and Reliability	Transit
<b>Safety</b>	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads	MAP-21	X			
	Reducing all crashes with a focused emphasis on reducing fatal and serious injury crashes for all roadway users	HSIP				
	Improve safety programs and outcomes in high-risk areas	Strategic Plan				
<b>Asset and Infrastructure Condition</b>	Maintain the highway infrastructure asset system in a state of good repair	MAP-21		X		X
	Maintain and preserve its existing transportation infrastructure	Strategic Plan				
	Maintain a current assessment of assets for all asset class levels	TAM Plan				
	Provide utilization data and fleet SGR to all stakeholders	TAM Plan				
	Maintain a current up to date inventory of all rolling stock, equipment, and facilities	TAM Plan				
	Provide stakeholder data as to the current size and availability of the transit fleet in South Carolina	TAM Plan				
<b>System Reliability</b>	Promote the most efficient use of limited resources to extend the life of the State's transportation infrastructure.	TAMP		X	X	
	Improve the efficiency of the surface transportation system	MAP-21				
<b>Congestion</b>	Achieve a significant reduction in congestion on the NHS	MAP-21			X	
<b>Freight Movement and Economic Vitality</b>	Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	MAP-21			X	X
	Systemically invest in a resilient, world-class interstate system to support the movement of freight and people across South Carolina to keep South Carolina's economy growing.	Momentum 2050				
	Promote the continued prosperity of South Carolina's urban areas to ensure consistent mobility across the economic hubs through multiple modes.	Momentum 2050				
	Better connect rural South Carolina to the global economy by improving access to rural communities for job opportunities and economic development.	Momentum 2050				
	Leverage other modes to support South Carolina's continued prosperity.	Momentum 2050				
<b>Environment</b>	Enhance the performance of the transportation system while protecting and enhancing the natural environment.	MAP-21			X	
<b>Reduced Project Delivery Delays</b>	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.	MAP-21				
	Improve program delivery to increase the efficiency and reliability of road and bridge network.	Strategic Plan				
<b>Internal Operations at SCDOT</b>	Provide a safe and productive work environment for SCDOT employees.	Strategic Plan				
	Earn public trust through transparency, improved communications, and audit compliance.	Strategic Plan				
	Provide SCDOT an estimated investment needed to meet TAMP goals.	TAM Plan				
	Provide subrecipients a prioritized list of fleet replacement based on available funding.	TAM Plan				
	Provide SCDOT a proposed order of replacement needs ranking of programs and projects.	TAM Plan				
	Provide subrecipients a prioritized list of fleet replacement based on available funding.	TAM Plan				

## Appendix B. Goal/Objective Alignment with Momentum 2050

The four performance measurement areas are aligned with the goals and objectives of Momentum 2050 as indicated in Table 10.

Table 10. Goal/Objective Alignment with Momentum 2050

Goal	Objective	Safety	Condition	System Performance and Reliability	Transit
<b>Systemically invest in a resilient, world-class interstate system to support the movement of freight and people across South Carolina to keep South Carolina’s economy growing</b>	Improve interstates to support economic development and growing population.		X	X	
	Systemically maintain interstate bridges and pavement.		X	X	
	Address interstate segments and interchanges with inadequate designs to meet current standards, improve safety, and reduce congestion at interchanges.	X	X	X	
<b>Promote the continued prosperity of South Carolina’s urban areas to ensure consistent mobility across the economic hubs through multiple modes.</b>	Improve mobility and efficiency of state highways in growing urban areas.		X	X	
	Develop and improve bicycle and pedestrian facilities in urban areas to provide safe travel options.	X	X		
	Improve public transportation in urban areas.				X
<b>Better connect rural South Carolina to the global economy by improving access to rural communities for job opportunities and economic development.</b>	Improve safety for all travelers in urban areas.	X		X	
	Develop a comprehensive rural freight network.		X	X	
	Improve safety on rural roads.	X	X		
	Improve bridge conditions on rural routes.		X	X	
<b>Leverage other modes to support South Carolina’s continued prosperity.</b>	Improve rural transit to connect the workforce to employment opportunities.				X
	Invest in providing connections to potential inland port locations.		X	X	
	Improve statewide trails and connections.	X		X	
	Improve highway access to critical commercial and air cargo airports.		X	X	

## Appendix C. Complete TAM Performance Tool Data

### SCDOT Group Transit Asset Management Plan

#### Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS	
	2021	2022	2021		2022		2021	2022
Bus	66	71	11	16.7%	12	16.9%	60.0	68.0
Cutaway	286	287	11	3.8%	18	6.3%	351.5	401.0
Minivan	37	40	2	5.4%	2	5.0%	159.0	167.0
Over-the-road Bus	11	12	3	27.3%	6	50.0%	10.0	9.0
Van	63	67	4	6.3%	7	10.4%	200.0	211.0

#### Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB			
	2021	2022	2021		2022	
Automobiles	5	5	2	40.0%	2	40.0%
Trucks and other Rubber Tire Vehicles	24	24	8	33.3%	11	45.8%

#### Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility	
	2021	2022	2021		2022		2021	2022
Administrative Office / Sales Office	3	3	1	33.3%	1	33.3%	100.0%	100.0%
Bus Transfer Center	3	3	0	0%	0	0%	100.0%	100.0%
Combined Administrative and Maintenance Facility	4	4	0	0%	0	0%	100.0%	100.0%
General Purpose Maintenance Facility/Depot	1	1	0	0%	0	0%	100.0%	100.0%
Maintenance Facility (Service and Inspection)	7	7	0	0%	0	0%	100.0%	100.0%
Other, Administrative & Maintenance	1	1	0	0%	0	0%	100.0%	100.0%

## Individual Plans

The seven Individual reporters in South Carolina are Catawba Indian Nation, Central Midlands RTA, Charleston Area RTA, City of Clemson, Greenville Transit Authority, Lower Savannah COG, and Waccamaw RTA.

### Catawba Indian Nation

#### Catawba Indian Nation Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus	1	1	0	0%	0	0%	8.0	7.0	0.0%	0.0%
Minivan	2	2	0	0%	0	0%	8.0	7.0	0.0%	0.0%
School Bus	1	1	0	0%	0	0%	8.0	7.0	0.0%	0.0%
Sports Utility Vehicle	6	6	1	16.7%	3	50.0%	8.0	7.0	0.0%	20.0%

#### Catawba Indian Nation Equipment

None

#### Catawba Indian Nation Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Combined Administrative and Maintenance Facility	-	1			0	0.0%	-	100.0%	-	-

### Central Midlands RTA

#### Central Midlands RTA Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Automobile	13	49	0	0.0%	0	0.0%	13.0	49.0	-	-
Bus	45	53	0	0.0%	8	15.1%	58.0	52.0	18.0%	1.0%
Cutaway	45	45	11	24.4%	11	24.4%	84.0	78.0	24.0%	0.0%
Minivan	6	4	0	0.0%	0	0.0%	38.0	39.0	0.0%	0.0%
Sports Utility Vehicle	10	12	0	0.0%	0	0.0%	14.0	15.0	-	-
Van	1	1	0	0.0%	0	0.0%	14.0	15.0	-	-

#### Central Midlands RTA Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				Average Performance Measure Target	
	2021	2022	2021	2022	2021	2022	2022 Target	2023 Target
Automobiles	6	5	0	0.0%	0	0.0%	0.0%	0.0%
Trucks and other Rubber Tire Vehicles	5	7	1	20.0%	1	14.3%	20.0%	14.0%

#### Central Midlands RTA Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Bus Transfer Center	1	1	0	0.0%	0	0.0%	50.0%	50.0%	0.0%	0.0%
Other, Administrative & Maintenance	1	1	0	0.0%	0	0.0%	100.0%	100.0%	33.0%	0.0%
Vehicle Fueling Facility	1	1	0	0.0%	0	0.0%	100.0%	100.0%	33.0%	0.0%
Vehicle Washing Facility	1	1	1	100.0%	0	0.0%	100.0%	100.0%	33.0%	0.0%

## Charleston Area RTA

### Charleston Area RTA Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus	90	89	22	24.4%	9	10.1%	64.0	63.0	15.0%	15.0%
Cutaway	14	9	0	0.0%	0	0.0%	90.0	71.0	20.0%	20.0%
Minivan	11	11	0	0.0%	0	0.0%	19.0	20.0	20.0%	20.0%
Van	9	9	0	0.0%	0	0.0%	19.0	20.0	20.0%	20.0%

### Charleston Area RTA Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				Average Performance Measure Target	
	2021	2022	2021		2022		2022 Target	2023 Target
Automobiles	14	14	0	0.0%	3	21.4%	20.0%	20.0%
Trucks and other Rubber Tire Vehicles	3	3	1	33.3%	1	33.3%	20.0%	20.0%

### Charleston Area RTA Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus Transfer Center	1	1	0	0.0%	0	0.0%	100.0%	100.0%	0.0%	0.0%
Maintenance Facility (Service and Inspection)	1	1	0	0.0%	0	0.0%	100.0%	100.0%	0.0%	0.0%
Surface Parking Lot	1	1	0	0.0%	0	0.0%	100.0%	100.0%	0.0%	0.0%



### City of Clemson

#### City of Clemson Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Articulated Bus	2	2	0	0.0%	0	0.0%	18.0	18.0	0.0%	50.0%
Bus	28	29	3	10.7%	1	3.4%	18.0	18.0	45.0%	20.0%

#### City of Clemson Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				Average Performance Measure Target	
	2021	2022	2021		2022		2022 Target	2023 Target
Trucks and other Rubber Tire Vehicles	1	1	0	0.0%	0	0.0%	0.0%	0.0%

#### City of Clemson Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Administrative Office / Sales Office	1	1	0	0.0%	0	0.0%	100.0%	100.0%	0.0%	0.0%

## Greenville Transit Authority

### Greenville Transit Authority Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus	23	24	1	4.3%	3	12.5%	17.0	17.0	22.0%	50.0%
Cutaway	7	7	0	0.0%	0	0.0%	22.0	23.0	0.0%	14.3%
Van	2	2	0	0.0%	0	0.0%	5.0	6.0	0.0%	0.0%

### Greenville Transit Authority Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				Average Performance Measure Target	
	2021	2022	2021		2022		2022 Target	2023 Target
Automobiles	2	2	0	0.0%	0	0.0%	0.0%	100.0%
Trucks and other Rubber Tire Vehicles	12	13	4	33.3%	7	53.8%	53.9%	64.6%

### Greenville Transit Authority Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus Transfer Center	1	1	1	100.0%	0	0.0%	100.0%	100.0%	100.0%	0.0%
Maintenance Facility (Service and Inspection)	1	1	1	100.0%	1	100.0%	100.0%	100.0%	100.0%	100.0%

### Lower Savannah COG

#### Lower Savannah COG Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021	2022	2021	2022	2021	2022		
Cutaway	8	8	0	0.0%	0	0.0%	7.0	7.0	25.0%	25.0%

#### Lower Savannah COG Equipment

None

#### Lower Savannah COG Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Agency Responsibility		Percent Capital		Average Performance Measure Target	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022		
Administrative Office / Sales Office	1	1	0	0.0%	0	0.0%	100.0%	100.0%	0.0%	0.0%		

## Waccamaw RTA

### Waccamaw RTA Rolling Stock

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				VOMS		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus	25	22	8	32.0%	5	22.7%	18.0	18.0	23.0%	25.0%
Cutaway	8	7	0	0.0%	3	42.9%	36.0	18.0	0.0%	33.0%
Minivan	1	1	0	0.0%	0	0.0%	9.0	11.0	0.0%	50.0%
Van	5	5	0	0.0%	0	0.0%	9.0	11.0	0.0%	0.0%

### Waccamaw RTA Equipment

Vehicle Type	Active Vehicles		Vehicles At or Past ULB				Average Performance Measure Target	
	2021	2022	2021		2022		2022 Target	2023 Target
Automobiles	4	4	2	50.0%	0	0.0%	33.0%	50.0%
Trucks and other Rubber Tire Vehicles	2	2	1	50.0%	2	100.0%	33.0%	66.0%

### Waccamaw RTA Facilities

Facility Type	Total Facilities with Condition Assessment		Facilities With Condition Assessment Below 3				Average Percent Agency Capital Responsibility		Average Performance Measure Target	
	2021	2022	2021		2022		2021	2022	2021	2022
Bus Transfer Center	1	1	1	100.0%	1	100.0%	100.0%	100.0%	100.0%	100.0%
Combined Administrative and Maintenance Facility	1	1	1	100.0%	1	100.0%	100.0%	100.0%	100.0%	100.0%





# SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: March 20, 2025

- APPROVAL**
- RATIFICATION**
- FINDING**
- FOR INFORMATION ONLY**
- CUFF ITEM**

Location: Statewide

Initial Commission Approval: New Project

Current STIP Page: N/A

Project Ranking Within Program Category: Multiple Projects

Project Number: New Projects

Major Budget Category: Capacity and Operational Improvements

Program Category: System Upgrade-Urban (MPO) and

Other: System Upgrade-Rural (COG)

### DETAILED DESCRIPTION

Request Commission approval for the Revision of the 2024-2033 Statewide Transportation Improvement Program (STIP).

- A. Inclusion of (12) new projects into the Central Midlands COG System Upgrade Rural Program
- B. Inclusion of (4) new projects into the COATS MPO System Upgrade Urban Program.
- C. Inclusion of (3) new projects and removal of (1) project into the Catawba COG System Upgrade Rural Program

Recommended By: Leah Quattlebaum  
for Jim Walden, Regional Planning Manager

Deputy Secretary Concurrence:

Jennifer L. Necker  
Jennifer L. Necker, P.E.  
Deputy Secretary for Intermodal and Freight Programs

Leah B. Quattlebaum  
Leah B. Quattlebaum, P.E.  
Deputy Secretary for Planning

Robert E. Perry  
Robert E. Perry, P.E.  
Deputy Secretary for Engineering

Karl M. McCottry  
Karl M. McCottry  
Deputy Secretary for Finance and Administration

Secretary Approval: Justin P. Powell  
Justin P. Powell, Secretary of Transportation

Date 3/12/25

**Request Commission approval for Inclusion of the following System Upgrade items in the STIP:**

<b>Item</b>	<b>Program</b>	<b>Project Type</b>	<b>Funding</b>	<b>Total Value</b>
A.	Central Midlands COG System Upgrade - Rural	Intersection and Signal Improvement Projects	Regional Mobility Program (RMP)	\$18,575,000
B.	COATS MPO System Upgrade - Urban	Intersection and Signal Improvement Projects	Regional Mobility Program (RMP)	\$11,000,000
C.	Catawba COG System Upgrade - Rural	Intersection Improvement and Pavement Projects	Regional Mobility Program (RMP)	\$6,839,000

**ITEM: A**

**Project:** Multiple CMCOG Projects  
**County:** Fairfield, Lexington, Newberry  
**Description:** Multiple Intersection and Signal Improvement Projects  
**Project Type:** Intersection Improvements and Signals  
**Initial Commission Approval:** New Projects  
**Current STIP/State Plan Page:** N/A  
**Rank:** N/A  
**Major Category:** Capacity & Operations Improvement  
**Program Category:** System Upgrade-Rural (COG)  
**Funding Source:** Regional Mobility Program (RMP) Funds

Project Name	Phase of Work	Year	Funding	Match	Cost
(SC 23) Church Street at (S-17) Mitchell Street Intersection Improvement	PE	2026	RMP	20% State	\$ 500,000
(SC 23) Church Street at (S-17) Mitchell Street Intersection Improvement	ROW	2027	RMP	20% State	\$ 1,000,000
(SC 23) Church Street at (S-17) Mitchell Street Intersection Improvement	CON	2028	RMP	20% State	\$ 3,500,000

Project Name	Phase of Work	Year	Funding	Match	Cost
(SC 215) Old Cherokee Road at Catawba Trail/Newberry Road Intersection Improvement	PE	2026	RMP	20% State	\$ 500,000
(SC 215) Old Cherokee Road at Catawba Trail/Newberry Road Intersection Improvement	ROW	2027	RMP	20% State	\$ 1,000,000
(SC 215) Old Cherokee Road at Catawba Trail/Newberry Road Intersection Improvement	CON	2028	RMP	20% State	\$ 3,500,000

Project Name	Phase of Work	Year	Funding	Match	Cost
US 321 at SC 34 Intersection Improvement	PE	2025	RMP	20% State	\$ 500,000
US 321 at SC 34 Intersection Improvement	ROW	2026	RMP	20% State	\$ 500,000
US 321 at SC 34 Intersection Improvement	CON	2027	RMP	20% State	\$ 4,000,000

Project Name	Phase of Work	Year	Funding	Match	Cost
US 21 @ SC 34 Alternative Analysis	PL	2025	RMP	20% State	\$ 75,000



Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 2 in City of Newberry	CON	2025	RMP	20% State	\$ 750,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 2 in Town of Batesburg-Leesville	CON	2025	RMP	20% State	\$ 125,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming / Rebuild Improvement Package 2 in Town of Prosperity	CON	2025	RMP	20% State	\$ 125,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 3 in City of Newberry	CON	2026	RMP	20% State	\$ 1,250,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 3 in Fairfield County	CON	2026	RMP	20% State	\$ 250,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 3 in Newberry County	CON	2026	RMP	20% State	\$ 250,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 3 in Town of Batesburg-Leesville	CON	2026	RMP	20% State	\$ 500,000

Project Name	Phase of Work	Year	Funding	Match	Cost
Signal System Retiming & Rebuild Improvement Package 3 in Town of Winnsboro	CON	2026	RMP	20% State	\$ 250,000

**ITEM B**

**Project:** Multiple COATS Projects  
**County:** Lexington and Richland  
**Description:** Multiple Intersection and Signal Improvement Projects  
**Project Type:** Intersection Improvements and Signals  
**Initial Commission Approval:** New Projects  
**Current STIP/State Plan Page:** N/A  
**Rank:** N/A  
**Major Category:** Capacity & Operations Improvement  
**Program Category:** System Upgrade-Urban (MPO)  
**Funding Source:** Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
(S-70/1082) Kitti Wake Drive at (S-70) Two Notch Road / (S-1911) Sycamore Tree Road Intersection Improvement	PE	2026	RMP	20% State	\$ 800,000
(S-70/1082) Kitti Wake Drive at (S-70) Two Notch Road / (S-1911) Sycamore Tree Road Intersection Improvement	ROW	2027	RMP	20% State	\$ 1,000,000
(S-70/1082) Kitti Wake Drive at (S-70) Two Notch Road / (S-1911) Sycamore Tree Road Intersection Improvement	CON	2028	RMP	20% State	\$ 3,200,000

Project Name	Phase of Work	Year	Funding	Match	Cost
(US 1) Augusta Road Signal System Retiming/Rebuild Improvement	CON	2025	RMP	20% State	\$ 2,000,000

Project Name	Phase of Work	Year	Funding	Match	Cost
(US 176) Broad River Road Signal System Retiming/Rebuild Improvement	CON	2025	RMP	20% State	\$ 2,000,000

Project Name	Phase of Work	Year	Funding	Match	Cost
(US 76/378) Garners Ferry Road Signal System Retiming/Rebuild Improvement	CON	2025	RMP	20% State	\$ 2,000,000

**ITEM: C**

**Project:** Multiple CRCOG Projects  
**County:** Chester, Lancaster, Union  
**Description:** New Intersection Improvement Projects and Removal of Paving Project  
**Project Type:** Intersection Improvements and Preservation  
**Initial Commission Approval:** New Projects and  
**Current STIP/State Plan Page:** N/A  
**Rank:** N/A  
**Major Category:** Capacity and Operational Improvements  
**Program Category:** System Upgrade - Rural (COG)  
**Funding Source:** Regional Mobility Program (RMP)

Project Name	Phase of Work	Year	Funding	Match	Cost
SC 97 (Francis Ave/Great Falls Hwy)/SC 99 (Chester Ave) Intersection Improvement	PE	2025	RMP	20% State	\$ 250,000
SC 97 (Francis Ave/Great Falls Hwy)/SC 99 (Chester Ave) Intersection Improvement	ROW	2026	RMP	20% State	\$ 150,000
SC 97 (Francis Ave/Great Falls Hwy)/SC 99 (Chester Ave) Intersection Improvement	CON	2027	RMP	20% State	\$ 2,800,000

Project Name	Phase of Work	Year	Funding	Match	Cost
SC 215 (Beltline Rd)/SC (49 Monarch Highway) Intersection Improvement	PE	2025	RMP	20% State	\$ 200,000
SC 215 (Beltline Rd)/SC (49 Monarch Highway) Intersection Improvement	ROW	2026	RMP	20% State	\$ 75,000
SC 215 (Beltline Rd)/SC (49 Monarch Highway) Intersection Improvement	CON	2027	RMP	20% State	\$ 1,700,000

Project Name	Phase of Work	Year	Funding	Match	Cost
US 521/Rebound Road Intersection Improvement	PE	2025	RMP	20% State	\$ 200,000
US 521/Rebound Road Intersection Improvement	ROW	2026	RMP	20% State	\$ 100,000
US 521/Rebound Road Intersection Improvement	CON	2027	RMP	20% State	\$ 2,250,000

**Action: Remove Project**

Project Name	Phase of Work	Year	Funding	Match	Cost
System Improvement Taxahaw Rd (S-123) from Pinehall. St to Whitehall Rd.	CON	2025	RMP	20% State	\$ (886,000)





# SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: March 20, 2025

- APPROVAL**
- RATIFICATION**
- FINDING**
- FOR INFORMATION ONLY**
- CUFF ITEM**

Location: Statewide

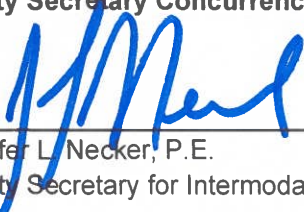
Initial Commission Approval:	<u>N/A</u>
Current STIP Page:	<u>New Submission</u>
Project Ranking Within Program Category:	<u>N/A</u>
Project Number:	<u>N/A</u>
Major Budget Category:	<u>Remaining Operations</u>
Program Category:	<u>Intermodal Planning &amp; Mass Transit</u>
Other:	<u>Mass Transit</u>

## DETAILED DESCRIPTION


Request Commission approval for Amendment of the 2024-2033 Statewide Transportation Improvement Program (STIP) to include the following Federal Transit Administration (FTA) Large and Small Urbanized Area Mass Transit projects:


- A. Inclusion of City of Spartanburg (SPARTA) FFY2020 FTA Section 5307 Small Urbanized Area Formula Program funds in the amount of \$1,136,844 for Operating and Capital Expenses.
- B. Inclusion of Spartanburg Regional Health Services (SRHS) FFY2024 and FFY2025 FTA Section 5307 Small Urbanized Area Formula Program funds in the amount of \$2,185,000 for Operating and Capital Expenses.
- C. Inclusion of Greenville Transit Authority (GTA) FFY2023 and FFY2024 FTA Section 5310 Large Urbanized Area Enhanced Mobility of Seniors & Individuals with Disabilities Formula Program funds in the amount of \$671,252 and FFY2023 FTA Section 5339 Large Urbanized Area Buses and Bus Facilities Program funds in the amount of \$987,046 (flexed from SCDOT).
- D. Inclusion of Clemson Area Transit (CATbus) FFY2023 FTA Section 5310 Large Urbanized Area Enhanced Mobility of Seniors & Individuals with Disabilities Formula Program funds in the amount of \$287,290.
- E. Inclusion of Charleston Area Regional Transportation Authority (CARTA) FFY2025 FTA Section 5307 Large Urbanized Area Formula funds, increasing from \$6,136,433 to \$8,997,000.
- F. Inclusion of Berkeley Charleston Dorchester Regional Transportation Management Authority (BCDRTMA/TriCounty Link) FFY2025 FTA Section 5307 Large Urbanized Area Formula funds, increasing from \$310,000 to \$396,000.
- G. Inclusion of Berkeley Charleston Dorchester Council of Governments (BCDCOG) FFY2025 FTA Section 5310 Large Urbanized Area Enhanced Mobility of Seniors & Individuals with Disabilities Formula Program funds, increasing from \$533,696 to \$849,000.


Recommended By:   
 Diane M. Lackey, Transit Operations Program Manager

Deputy Secretary Concurrence:  
  
 Jennifer L. Necker, P.E.  
 Deputy Secretary for Intermodal and Freight Programs

  
 Leah Quattlebaum, P.E.  
 Deputy Secretary for Planning

  
 Robert E. Perry, P.E.  
 Deputy Secretary for Engineering

  
 Karl M. McCottry  
 Deputy Secretary for Finance and Administration

Secretary Approval:   
 Justin P. Powell, Secretary of Transportation

Date: 3/10/25

### Commission Presentation Slide

March 20, 2025

**Request Commission approval for Inclusion of the following Mass Transit items in the STIP:**

Item	Program	Project Type	Funding	Total Value
A.	City of Spartanburg (SPARTA) Mass Transit Small Urban (SU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (SU)	\$500,000
	City of Spartanburg (SPARTA) Mass Transit Small Urban (SU)	Capital (CA)	FTA Section 5307 Urbanized Area Formula Grants (SU)	\$636,844
B.	Spartanburg Regional Health Services (SRHS) Mass Transit Small Urban (SU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (SU)	\$1,708,268
	Spartanburg Regional Health Services (SRHS) Mass Transit Small Urban (SU)	Capital (CA)	FTA Section 5307 Urbanized Area Formula Grants (SU)	\$476,732
C.	Greenlink/Greenville Transit Authority (GTA) Mass Transit Large Urban (LU)	Capital (CA)	FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU)	\$671,252
	Greenlink/Greenville Transit Authority (GTA) Mass Transit Large Urban (LU)	Capital (CA)	FTA Section 5339 Buses and Bus Facilities Formula Program (LU)	\$987,046
D.	Clemson Area Transit (CATbus) Mass Transit Small Urban (LU)	Capital (CA)	FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU)	\$287,290
E.	Charleston Area Regional Transportation Authority (CARTA) Mass Transit Large Urban (LU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (LU)	\$8,997,000
F.	Berkeley Charleston Dorchester Regional Transportation Management Authority (BCDRTMA/TriCounty Link) Mass Transit Large Urban (LU)	Operations (OP)	FTA Section 5307 Urbanized Area Formula Grants (LU)	\$396,000
G.	Berkeley Charleston Dorchester Council of Governments (BCDCOG) Mass Transit Large Urban (LU)	Operations (OP)	FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU)	\$849,000

**ITEM: A**

**Recipient:** City of Spartanburg (SPARTA)  
**Project:** FTA Section 5307 Urbanized Area Formula Grants (SU)  
**Project Type:** Operations (OP) and Capital (CA)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5307 Urbanized Area Formula Grants (SU)

<b>Project Name</b>	<b>FTA Section Category</b>	<b>Value</b>
City of Spartanburg (SPARTA)	FTA Section 5307 Urbanized Area Formula Grants (SU) FY 2025 - Operations (OP)	\$ 500,000
City of Spartanburg (SPARTA)	FTA Section 5307 Urbanized Area Formula Grants (SU) FY 2025- Capital (CA)	\$ 636,844

**Project Purpose and Need:** N/A for Transit

**Project Description:** Added SPARTA FTA Section 5307 (SU) programming in FY2025 \$500,000 for operating and \$636,844 for capital.

**National Goals:** Congestion Reduction

**Public Comment Period:** 1/10/2025 - 2/10/2025; Approved SPATS Policy Committee 2/10/2025.

**ITEM: B**

**Recipient:** Spartanburg Regional Health Services (SRHS)  
**Project:** FTA Section 5307 Urbanized Area Formula Grants (SU)  
**Project Type:** Operations (OP) and Capital (CA)  
**Initial Commission Approval:** NA  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5307 Urbanized Area Formula Grants (SU)

Project Name	FTA Section Category	Value
Spartanburg Regional Health Services (SRHS)	FTA Section 5307 Urbanized Area Formula Grants (SU) FY 2025 - Operations (OP)	\$ 1,708,268
Spartanburg Regional Health Services (SRHS)	FTA Section 5307 Urbanized Area Formula Grants (SU) FY 2025 - Capital (CA)	\$ 476,732

**Project Purpose and Need:** N/A for Transit

**Project Description:** Added SRHS FTA Section 5307 (SU) (FTA combined FY 2024 and FY 2025) programming in FY 2025 for operations \$1,708,268 and for capital \$476,732.

**National Goals:** Congestion Reduction

**Public Comment Period:** 1/10/2025 - 2/10/2025; Approved SPATS Policy Committee 2/10/2025.



**ITEM: C**

**Recipient:** Greenlink/Greenville Transit Authority (GTA)  
**Project:** FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU) and FTA Section 5339 Bus and Bus Facilities Formula Program (LU)  
**Project Type:** Capital (CA)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5310 (LU) and FTA Section 5339 (LU)

Project Name	FTA Section Category	Value
Greenville/GTA	FTA Section 5310 (LU) FY 2025 - Capital (CA))	\$ 671,252
Greenville/GTA	FTA Section 5339 (LU) FY 2025 - Capital (CA))	\$ 987,046

**Project Purpose and Need:** N/A for Transit

**Project Description:** Added for Greenlink/GTA FTA Section 5310 (LU) programming in FY2025 \$671,252 (combined FY 23 amount \$312,635 and FY 24 amount \$358,616.67) capital funds and FTA Section 5339 (LU) programming in FY 2025 \$987,046 capital funds.

**National Goals:** Congestion Reduction

**Public Comment Period:** 2/02/2025 - 2/24/2025; Approved GPATS Policy Committee 2/24/2025.

**ITEM: D**

**Recipient:** Clemson Area Transit (CATbus)  
**Project:** FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (SU)  
**Project Type:** Capital (CA)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5310 (SU)

Project Name	FTA Section Category	Value
Clemson Area Transit (CATbus)	FTA Section 5310 (LU) FY 2025 - Capital (CA))	\$ 287,290

**Project Purpose and Need:** N/A for Transit

**Project Description:** Added for Clemson Area Transit (CATbus) Section 5310 (LU) programming in FY2025 \$287,290 capital funds.

**National Goals:** Congestion Reduction

**Public Comment Period:** 2/02/2025 - 2/24/2025; Approved GPATS Policy Committee 2/24/2025.

**ITEM: E**

**Recipient:** Charleston Area Regional Transportation Authority (CARTA)  
**Project:** FTA Section 5307 Urbanized Area Formula Grants (LU)  
**Project Type:** Operations (OP)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5307 (LU)

Project Name	FTA Section Category	Value
Charleston Area Regional Transportation Authority (CARTA)	FTA Section 5307 Urbanized Area Formula Grants (LU) Operations (OP)	\$ 8,997,000

**Project Purpose and Need:** N/A for Transit

**Project Description:** Increase FFY2025 programmed funds from \$6,136,433 to \$8,997,000 for operations

**National Goals:** Congestion Reduction

**Public Comment Period:** 1/13/2025 - 2/3/2025; Approved CHATS Policy Committee 2/3/2025

**ITEM: F**

**Recipient:** Berkeley Charleston Dorchester Regional Transportation Management Authority  
**Project:** FTA Section 5307 Urbanized Area Formula Grants (LU)  
**Project Type:** Operations (OP)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5307 (LU)

Project Name	FTA Section Category	Value
Berkeley Charleston Dorchester Regional Transportation Management Authority (BCDRTMA)	FTA Section 5307 Urbanized Area Formula Grants (LU) Operations (OP)	\$ 396,000

**Project Purpose and Need:** N/A for Transit

**Project Description:** Increase FFY2025 programmed funds from \$310,000 to \$396,000 for operations

**National Goals:** Congestion Reduction

**Public Comment Period:** 1/13/2025 - 2/3/2025; Approved CHATS Policy Committee 2/3/2025

**ITEM: G**

**Recipient:** Berkeley Charleston Dorchester Council of Governments (BCDCOG)  
**Project:** FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU)  
**Project Type:** Operations (OP)  
**Initial Commission Approval:** N/A  
**Current STIP/State Plan Page:** New Projects  
**Major Category:** Remaining Operations  
**Program Category:** Mass Transit  
**Funding Source:** FTA Section 5310 (LU)

Project Name	FTA Section Category	Value
Berkeley Charleston Dorchester Council of Governments (BCDCOG)	FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities (LU) Operations (OP)	\$ 396,000

**Project Purpose and Need:** N/A for Transit

**Project Description:** Increase FFY2025 programmed funds from \$533,000 to \$849,000 for operations

**National Goals:** Congestion Reduction

**Public Comment Period:** 1/13/2025 - 2/3/2025; Approved CHATS Policy Committee 2/3/2025



Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for federal transportation assistance authorized by 49 U.S.C. Chapter 53; Title 23, United States Code, or other federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award federal financial assistance for transportation projects; and

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the applicant, and may require the applicant to provide the local share of the project cost; and

WHEREAS, the applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COMMISSION:

1. That, pursuant to Section 57-1-430 of the South Carolina Code of Laws, the Secretary of Transportation for the State of South Carolina, by and through the Deputy Secretary for Intermodal and Freight Programs as designated by is authorized to execute and file applications for federal assistance on behalf of the South Carolina Department of Transportation with the Federal Transit Administration for federal assistance authorized by 49 U.S.C. Chapter 53, Title 23 of the United States Code, and other federal statutes authorizing projects administered by the Federal Transit Administration.
2. That the Secretary of Transportation has delegated this authority to the Deputy Secretary for Intermodal and Freight Programs pursuant to South Carolina Code Section 57-3-20 (3).
3. That the Deputy Secretary for Intermodal and Freight Programs is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a federal assistance grant or cooperative agreement.
4. That the Deputy Secretary for Intermodal and Freight Programs is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the South Carolina Department of Transportation.

#### **CERTIFICATION**

The undersigned duly qualified Chairman of the South Carolina Department of Transportation Commission, acting on behalf of the South Carolina Department of Transportation, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Carolina Department of Transportation Commission held on March 20, 2025.

\_\_\_\_\_  
SCDOT Commission Chair

SEAL

\_\_\_\_\_  
SC Secretary of Department of Transportation

March 20, 2025

\_\_\_\_\_  
Date







# SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: March 20, 2025

- APPROVAL
- RATIFICATION
- FINDING
- FOR INFORMATION ONLY
- CUFF ITEM

Location: \_\_\_\_\_

Initial Commission Approval: \_\_\_\_\_

Current STIP Page: \_\_\_\_\_

Project Ranking Within Program Category: \_\_\_\_\_

Project Number: \_\_\_\_\_

Major Budget Category: \_\_\_\_\_


Program Category: \_\_\_\_\_

Other: Changes to the State Highway System

### DETAILED DESCRIPTION


Request Commission approval of the additions, deletions, and revisions to the State Highway Systems as shown on the attached pages and the authority to convey right of way to appropriate entities. This request includes 21 segments of the Secondary Road System resulting in a reduction to the Secondary System of 5.117 centerline miles equating to 10.234 lane miles.


Recommended By:   
 Yelena Kalashnikova, Director of Road Data Services

Deputy Secretary Concurrence:  
  
 Jennifer L. Necker, P.E.  
 Deputy Secretary for Intermodal and Freight Programs

  
 Leah Quattlebaum, P.E.  
 Deputy Secretary for Planning

  
 Robert E. Perry, P.E.  
 Deputy Secretary for Engineering

  
 Karl M. McCottry  
 Deputy Secretary for Finance and Administration

Secretary Approval:   
 Justin P. Powell, Secretary of Transportation

Date 3/5/2025

### Commission Mileage Change Report

County	Secondary System			Primary System		
	1/16/2025	3/20/2025	Change	1/16/2025	3/20/2025	Change
Abbeville	472.39			183.42		
Aiken	1,154.97			307.21		
Allendale	376.51			107.27		
Anderson	872.00			350.47		
Bamberg	411.65			136.12		
Barnwell	444.34			146.71		
Beaufort	389.81			138.00		
Berkeley	745.99	745.88	-0.110	237.79		
Calhoun	385.73			125.07		
Charleston	863.31			247.34		
Cherokee	564.43	564.75	0.315	154.10		
Chester	596.44			197.06		
Chesterfield	805.97			229.39		
Clarendon	611.02			129.01		
Colleton	765.77			250.22		
Darlington	839.59			154.24		
Dillon	529.36			122.01		
Dorchester	497.69			149.50		
Edgefield	467.25			136.11		
Fairfield	519.95			168.11		
Florence	1,084.81			241.93		
Georgetown	499.55			155.12		
Greenville	1,048.32			348.80		
Greenwood	530.28			205.91		
Hampton	437.95			131.24		
Horry	932.07			387.14		
Jasper	305.97	301.46	-4.512	176.53		
Kershaw	829.46	828.83	-0.630	173.49		
Lancaster	704.61			187.31		
Laurens	757.45			256.22		
Lee	466.64			118.45		
Lexington	1,217.00			240.52		
McCormick	347.71			101.28		
Marion	429.19			142.84		
Marlboro	555.62			162.05		
Newberry	646.24			178.39		
Oconee	602.99			219.33		
Orangeburg	1,118.28			429.94		
Pickens	472.12			227.97		
Richland	1,258.90	1,258.88	-0.020	284.93		
Saluda	482.82			160.45		
Spartanburg	904.30	904.41	0.110	384.06		
Sumter	800.07	799.70	-0.370	228.32		
Union	465.92			149.38		
Williamsburg	769.35			207.50		
York	975.57	975.67	0.100	311.67		
<b>Total</b>	<b>30,957.36</b>	<b>6,379.57</b>	<b>-5.117</b>	<b>9,479.92</b>	<b>0.00</b>	<b>0.000</b>

### **Removal of Roads on the State Highway Secondary System**

The Department recommends Commission approval for the removal of certain sections of secondary roads from the State Highway Secondary System. These sections of roads may be removed for one of the following reasons:

1. Abandonment of section of relocated highway – In accordance with Section 57-5-120 of the Code-of-Laws of South Carolina, the department may abandon as a part of the state highway system any section of highway which may be relocated, and every such section so abandoned as a part of the state highway system shall revert to the jurisdiction of the respective appropriate local authorities involved or be abandoned as a public way.
2. Highway transfers from the state secondary system - In accordance with Section 57-5-80 of the Code-of-Laws of South Carolina, The department may transfer from the state highway secondary system any road under its jurisdiction, determined by the department to be of low traffic importance, to a governmental or non-governmental entity if mutual consent is reached between the department and the party that the road is being transferred to.
3. Court ordered closure – In accordance with Section 57-9-20 of the Code-of-Laws of South Carolina, an entity may petition the circuit court to have a road closed. The Department is notified of the petition if the road is maintained by the Department, and has an opportunity to contest the petition if the road is of high traffic importance. If the court shall determine that it is in the best interest of all concerned that such street, road or highway be abandoned or closed, the court shall then determine in whom the title thereto shall be vested and issue an appropriate order.

### **Revision of Description of State Highways**

The Department recommends Commission approval of the revision of the description of sections of State Highway previously added to the State Highway System. The description of roads currently in the State Highway System may be changed for relocation purposes, to revise the description of the termini to show what was actually constructed by contract, county line changes, or a change in the road number.

### **Additions to State Highway Secondary System**

The Department recommends Commission approval to add sections of road to the State Highway Secondary. On June 21, 2007, the commission implemented a policy to reduce the secondary road system by:

- Seeking legislative changes to the system laws;
- Lowering county road caps when a secondary road is removed from the system<sup>1</sup>;
- Exchanging roads with local governments; and
- Accepting only roads into the system that are necessary for interconnectivity of the state system or is a road considered a major collector with significant traffic volumes

- The secondary road cap for a county may be increased when a road meeting the above criteria is added to the system at the Department's request or when corrections to the existing road mileage is made and results in an increase in the total mileage above the cap.

<sup>1</sup>County caps were previously implemented by the commission in 1994.

### **Rescind Action Adding Roads to State Highway Secondary System**

The Department recommends the Commission rescind its previous actions adding roads to the State Highway Secondary System for construction and maintenance. The Department may rescind action on roads, which have not been constructed and formally accepted into the State Highway Secondary System. Roads may be rescinded due to right-of-way being unavailable, problems arising during construction, or funding issues.

### **Transfer between Secondary and Primary Systems**

The Department recommends Commission approval to transfer sections of road from the Secondary System to the Primary System, or vice versa. Pursuant to the provisions of Section 57-5-50 of the Code-of-Laws of South Carolina, the Commission may transfer any route or section of route from the state highway secondary system to the state highway primary system, or vice versa, when, in its judgment, such transfer is advisable to better serve the traveling public. However, pursuant to the provisions of Section 57-5-30, the Primary System shall not exceed ten thousand centerline miles.

Detailed information concerning each of these requests is attached.

## **Berkeley County**

### **REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM**

#### **BY COURT ORDER CLOSURE**

By Order of the Court of Common Pleas of the Circuit Court by The Honorable Judge W. T. Geddings, Jr., as Special Referee, on December 16, 2024, the following section of road was abandoned in accordance with Section 57-9-10, et seq. of the Code of Laws of South Carolina, 1976, as amended. Therefore, this section of road shall be deleted from the State Highway Secondary System.

**Route Number:** S-332 Oth  
**Description:** No Name Road, In Goose Creek, From S-285 (Middleton Drive) East to Dead end.  
**Approximate Length:** 0.040 miles  
**Addition:** 332  
**Added to System:** 3/19/1959; Portion Removed: 6/15/1961  
**Mileage:** -0.040 miles

**Notes:** Beazer Homes, LLC filed a motion to permanently abandon and close S-332 OTH (No name road). The Petitioners requested closure of old golf cart trail with no use to the public traffic. SCDOT filed a response in which it did not object to the road closure petition and it was approved on December 16, 2024.

### **REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM**

**Route Number:** S-517  
**Description:** Sellers Road, In Hanahan, From S-191 (Sellers Road) South to end of State maintenance.  
**Approximate Length:** 0.070 miles  
**Addition:** 240  
**Added to System:** 9/20/1956; Portion Removed: 12/13/1996  
**Mileage:** -0.070 miles

**Notes:** The above road removal is being requested by the City of Hanahan and they will accept maintenance responsibility for this section of road. It qualifies under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title the requestor.

**Changes:** -0.110 miles

## Cherokee County

### REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-52

S-151

S-227

**Description:** Holly Grove Road, Adjacent to Blacksburg, From SC 198 (N Mountain Street) Northeast, North, Northeast and Southeast to S-669 (Whites Farm Road), approximately 2.709 miles (Remains S-52); Priester Road, Adjacent to Blacksburg, From S-99 (Tribal Road) East to end state maintenance, approximately: 0.415 miles (**Revised S-151**); Mulberry Road, Adjacent to Blacksburg, From S-65 (Holly Ridge Road) to North Carolina State Line, approximately 1.030 miles (Remains S-227)

**Approximate Length:** 4.154 miles

**Addition:** 52 Revision- Portion Added

**Added to System:** 6/27/1946; Revision- Portion of Removal: 12/5/2024

**Mileage:** +0.095 miles

**Route Number:** S-409

**Description:** Lake View Drive, Adjacent to Blacksburg, From US 29 (East Cherokee Street) East North and West to a Cul-de-sac.

**Approximate Length:** 0.368 miles

**Addition:** 409

**Added to System:** 4/21/1966

**Mileage:** -0.002 miles

**Route Number:** S-657

**Description:** Gibbons Road, A frontage road, Adjacent to Blacksburg, From L-657 (Gibbons Road) Northeast to S-99 (Tribal Road).

**Approximate Length:** 1.376 miles

**Addition:** 657

**Added to System:** 3/16/1989

**Mileage:** +0.126 miles

## Cherokee County

### REVISION OF ROADS ON THE STATE HIGHWA SECONDARY SYSTEM

**Route Number:** S-658

**Description:** Mill Creek Road, A frontage road, Adjacent to Blacksburg, From US 29 Northeast to end of state maintenance.

**Approximate Length:** 0.369 miles

**Addition:** 658

**Added to System:** 3/16/1989

**Mileage:** -0.081 miles

**Route Number:** S-667

**Description:** Shaman Road/No named Road, A frontage road, In and Adjacent to Blacksburg, From Dead end East to SC 198 (N. Mountain Street).

**Approximate Length:** 1.037 miles

**Addition:** 667 Revision by Portion Removed

**Added to System:** 3/16/1989

**Mileage:** -0.043 miles

**Notes:** The above road revisions are being recommended to accurately reflect what is being maintained.

### ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-310

**Description:** Crossover Drive, Adjacent to Blacksburg, From US 29 (East Cherokee Street) Northwest and Southwest to cul-de-sac.

**Approximate Length:** +0.220 miles

**Addition:** 2053

**Mileage:** +0.220 miles

**Notes:** The above road addition is being recommended to accurately reflect what is being maintained.

**Changes:** +0.315 miles

## Jasper County

### REMOVALS OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** 34

**Description:** Purrysburg Road, In Hardeeville, From L-34 (Purrysburg Road) Southwest of L-34 (Purrysburg Road), approximately 0.342 miles; Purrysburg Road, In Hardeeville, From S-34 (Purrysburg Road) Southwest of US 17 (Speedway Blvd), approximately 2.970 miles;

**Approximate Length:** 3.312 miles

**Addition:** 34 – Portion removed

**Added to System:** 6/27/1946; Portion Removed: 11/18/2004

**Mileage:** -3.312 miles

**Notes:** The above partial road removals are being requested by the City of Hardeeville and they will accept maintenance responsibility for these sections of road. They qualify under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is authorized to take the necessary steps to transfer its title to the requestor. This transfer will be effective upon the execution of the funding agreement between the SIB, City of Hardeeville, Jasper County and Developers for the construction of the I-95 Exit #3 Property Project (interchange).

**Route Number:** 34

34 Spur

**Description:** Purrysburg Road, In and Adjacent to Hardeeville, From S-31 (Church Road) South to L-34 (Purrysburg Road), approximately 0.850 miles (S-34); Millstone Landing Road, In and Adjacent to Hardeeville, From S-34 (Purrysburg Road) Southwest to end of State Maintenance, approximately 0.070 miles (S-34 Spur)  
(S-34 Spur)

**Approximate Length:** 0.920 miles

**Addition:** 34

**Added to System:** 6/27/1946; Portion Removed: 11/18/2004

**Mileage:** -0.920 miles

**Notes:** The above complete road removals are being requested by the City of Hardeeville and they will accept maintenance responsibility for these sections of road. They qualify under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is authorized to take the necessary steps to transfer its title to the requestor. This transfer will be effective upon the execution of the funding agreement between the SIB, City of Hardeeville, Jasper County and Developers for the construction of the I-95 Exit #3 Property Project (interchange)



## Jasper County

### REMOVALS OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** 416

**Description:** Pintail Creek Drive, Adjacent to Hardeeville, From S-34 (Purrysburg Road) Southwest to end of State Maintenance.

**Approximate Length:** 0.280 miles

**Addition:** 416

**Added to System:** 2/16/1989

**Mileage:** -0.280 miles

**Notes:** The above complete road removal is being requested by Jasper County and they will accept maintenance responsibility for this section of road. It qualifies under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is authorized to take the necessary steps to transfer its title to the requestor. This transfer will be effective upon the execution of the funding agreement between the SIB, City of Hardeeville, Jasper County and Developers for the construction of the I-95 Exit #3 Property Project (interchange).

**Changes:** -4.512 miles

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## Kershaw County

### REMOVALS OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-861 OTH

**Description:** Ball Park Road, In Camden, From S-148 (Chestnut Ferry Road) Northeast to 0.100 miles Northeast of S-862 Oth (Unnamed Road).

**Approximate Length:** 0.260 miles

**Addition:** 861

**Added to System:** 7/20/1978

**Mileage:** -0.260 miles

## Kershaw County

### REMOVALS OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

- Route Number:** S-861 OTH  
**Description:** Ball Park Road, In Camden, From 0.100 miles Northeast of S-862 Oth (Unnamed Road) North, West, and South to S-864 Oth (Unnamed Road).  
**Approximate Length:** 0.170 miles  
**Addition:** 863  
**Added to System:** 7/20/1978  
**Mileage:** -0.170 miles
- Route Number:** S-862 OTH  
**Description:** Unnamed Road, In Camden, From S-861 Oth (Ball Park Road) Southeast and Northeast to S-861 Oth (Ball Park Road).  
**Approximate Length:** 0.080 miles  
**Addition:** 862  
**Added to System:** 7/20/1978  
**Mileage:** -0.080 miles
- Route Number:** S-864 OTH  
**Description:** Unnamed Road, In Camden, From S-861 Oth (Ball Park Road) Southeast to Dead end.  
**Approximate Length:** 0.120 miles  
**Addition:** 864  
**Added to System:** 7/20/1978  
**Mileage:** -0.120 miles
- Notes:** The above road removals are being requested by Kershaw County Parks and Recreation Department and they will accept maintenance responsibility for this section of road. They qualifies under the law (SC Code 57-5-80) that allows SCDOT transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.
- Changes:** -0.630 miles

## Richland County

### REVISION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-2817

**Description:** Ross Road, Adjacent to Columbia, From L-2817 (Ross Road) South and West to S-1036 (Parklane Road).

**Approximate Length:** 0.180 miles

**Addition:** 2817- Revision of Portion Removed

**Added to System:** 9/22/1988

**Mileage:** -0.020 miles

**Notes:** The above partial road revision is being recommended to accurately reflect what is being maintained.

**Changes:** -0.020 miles

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## Spartanburg County

### ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-140

**Description:** Service Road C, in Duncan, From SC 101 (Highway 101 S) Northeast and Southeast to end of state maintenance.

**Approximate Length:** 0.110 miles

**Addition:** 2052

**Mileage:** +0.110 miles

**Notes:** The above road addition is being recommended to accurately reflect what is being maintained.

**Changes:** +0.110 miles

## Sumter County

### REMOVAL OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-89

**Description:** Hampton Avenue, in Sumter, From S-107 (N. Harvin Street) West to S-236 (Church Street).

**Approximate Length:** 0.370 miles

**Addition:** 1302

**Added to System:** 2/21/1985

**Mileage:** -0.370 miles

**Notes:** The above partial road removal is being requested by the City of Sumter and they will accept maintenance responsibility of this section of road. It qualifies under the law (SC Code 57-5-80) that allows SCDOT to transfer roads from the Secondary System to other entities or persons. SCDOT is also authorized to take the necessary steps to transfer its title to the requestor.

**Changes:** -0.370 miles

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## York County

### ADDITION OF ROADS ON THE STATE HIGHWAY SECONDARY SYSTEM

**Route Number:** S-7

**Description:** Midway Trail, Adjacent to Smyrna, From S-11 (Nimitz Road) East to Dead end.

**Approximate Length:** 0.138 miles

**Addition:** 1929

**Mileage:** +0.100 miles

**Notes:** The above road addition is being recommended to accurately reflect what is being maintained.

**Changes:** +0.100 miles

## March Calculations for Milecap table and Transmittal

County	Action	Route# Add#	Secondary Centerline miles	# lanes	Secondary total lane miles
Berkeley	Removal by Court Order	S-332 Oth add 332	-0.040	2	-0.080
Berkeley	Removal request	S-517 add 240	-0.070	2	-0.140
Cherokee	Revision by Portion	S-152 add52	0.095	2	0.190
Cherokee	Revision	S-409 add 409	-0.002	2	-0.004
Cherokee	Revision	S-657 add 657	0.126	2	0.252
Cherokee	Revision	S-658 add 658	-0.081	2	-0.162
Cherokee	Revision	S-667 add 667	-0.043	2	-0.086
Cherokee	Addition	S-300 add 2513	0.220	2	0.440
Jasper	Removal request	S-34 add 34	-0.342	2	-0.684
Jasper	Removal request	S-34 add 34	-2.970	2	-5.940
Jasper	Removal request	S-34 add 34	-0.850	2	-1.700
Jasper	Removal request	S-34 spur add 34	-0.070	2	-0.140
Jasper	Removal request	S-416 add 416	-0.280	2	-0.560
Kershaw	Removal request	S-681 Oth add 861	-0.260	2	-0.520
Kershaw	Removal request	S-681 Oth add 863	-0.170	2	-0.340
Kershaw	Removal request	S-862 Oth add 862	-0.080	2	-0.160
Kershaw	Removal request	S-864 Oth add 864	-0.120	2	-0.240
Richland	Revision by Portion removed	S-2817 add 2817	-0.020	2	-0.040
Spartanburg	Addition	S-140 add 2052	0.110	2	0.220
Sumter	Removal	S-89 add 1302	-0.370	2	-0.740
York	Addition	S-7 add 1929	0.100	2	0.200
<b>Total Secondary</b>		21	<b>-5.117</b>		<b>-10.234</b>

## March 2025 Commission Summary

- **Berkeley- (-0.110 miles total)**
  - **Removal by Court Order- (-0.040 miles)**
    - S-322 oth add 332
    - **Backstory-** This road removed by court order is an old golf course trail that serves no purpose to the public traffic.
  
- **Berkeley – Removal Requested – (-0.070 miles)**
  - S-517 add 240
    - **Backstory-** The removal is being requested by the City of Hanahan for planning purposes.
  
- **Cherokee – +0.315 miles total**
  - **Revision by Portion added**
    - S-151 add 52 - **+0.095 miles**
      - **Backstory:** The road revision is to correct mileage of S-151 by construction file 1146810.
  - **Revision of description-**
    - S-409 add 409- **(-0.002 miles)**
    - S-657 add 657- **+0.126 miles**
    - S-658 add 658- **(-0.081 miles)**
    - S-667 add 667- **(-0.043 miles)**
      - **Backstory:** The road revisions are to correct the road descriptions by construction file 1146810.
  - **Addition -**
  - S-300 add 2513- **+0.220 miles**
    - **Backstory:** The road addition is added by construction file 1146810.
  
- **Jasper – Portion Removal requested- – (-4.512 miles total)**
  - **2 different sections of S-34 add 34**
    - **Complete removal requested**
  - S-34 add 34 – **(-0.850 miles)**
  - S-34 Spur add 34 – **(-0.070 miles)**
    - **Backstory:** The roads are being requested by the City of Hardeeville
  - S-416 add 416- **(-0.280 miles)**
    - **Backstory-** The road is being requested by Jasper County
  
- **Kershaw- Removal requested- (-0.630 miles) total**
  - S-861 Oth add 861- **(-0.260 miles)**
  - S-861 Oth add 863- **(-0.170 miles)**
  - S-862 Oth add 862- **(-0.080 miles)**
  - S-864 Oth add 864- **(-0.120 miles)**
    - **Backstory-** The removals are being requested by the Kershaw County Parks and Recreation Department.

## March 2025 Commission Summary

- **Richland - (-0.020 miles total)**
  - **Revision by Portion removed**
    - **S-2817 add 2817**
      - **Backstory: The road revision is to reflect what is currently being maintained.**
  
- **Spartanburg- - +0.110 miles total**
  - **Addition**
  - **S-140 add 2052 (new route and addition number)**
    - **Backstory- The road id delayed data from SC 101 construction but the district has been maintaining it for years. Now, there is a business entity that wants to take over the road. In order to do so we have to add it to the State Highways System then remove it after proper forms are received.**
  
- **Sumter- (-0.370 miles total)**
  - **Removal**
  - **S-89 add 1302**
    - **Backstory- The removal is being requested by the City of Sumter for planning purposes.**
  
- **York-Addition - +0.100 miles total**
  - **S-7 add 1929**
    - **Backstory- The road addition is an old location of SC 5 that was unnumbered in our state highways system that needed a road number because it still belongs to us.**





## SCDOT Commission Recommendation Transmittal Form

For Commission Meeting of: March 2025

- APPROVAL
- RATIFICATION
- FINDING
- FOR INFORMATION ONLY
- CUFF ITEM

Location: \_\_\_\_\_

**Initial Commission Approval:** \_\_\_\_\_

**Current STIP Page:** \_\_\_\_\_

**Project Ranking Within Program Category:** \_\_\_\_\_

**Project Number:** \_\_\_\_\_

**Major Budget Category:** \_\_\_\_\_


**Program Category:** \_\_\_\_\_

**Other:** \_\_\_\_\_

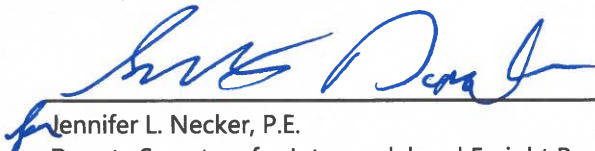
### DETAILED DESCRIPTION

It is requested that the Commission ratify the extensions included on the attached page.

Total cost of the extension is \$5,027,206.67.

**Recommended By:**   
 Clayton W. Richter, Director of Construction

**Deputy Secretary Concurrence:**

  
 Jennifer L. Necker, P.E.  
 Deputy Secretary for Intermodal and Freight Programs

Leah Quattlebaum Digitally signed by Leah Quattlebaum  
Date: 2025.03.11 13:23:50 -04'00'  
 Leah Quattlebaum, P.E.  
 Deputy Secretary for Planning

  
 Robert E. Perry, P.E.  
 Deputy Secretary for Engineering

  
 Karl M. McCottry  
 Deputy Secretary for Finance and Administration

**Secretary Approval:**  Date 3/12/25  
 Justin P. Powell, Secretary of Transportation

**SUMMARY OF RECOMMENDATIONS FOR EXTENSIONS FOR COMMISSION MEETING ON**

**March 20, 2025**

The following **ten (10)** extensions are recommended for **RATIFICATION**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
2364430	Greenville	Greenville County CTC Funds	Full Depth Patching on N. Tigerville Road	\$145,147.70	\$4,284,747.60
3063190	Laurens	Pavement Improvement Funds	Resurfacing on S-229	\$113,093.73	\$14,175,540.09
3264060	Richland	PIPP Funds	Reclamation on S-80	\$1,036,935.62	\$10,717,449.73
3469270	Marion	State Transportation Fund	Reconstruction on S-481	\$125,292.78	\$7,817,606.79
4063990	Richland	Interstate Pavement Funds	Patching on I-26 EB at MP 106	\$84,626.52	\$16,471,632.75
4064221	Richland	Richland County CTC	Resurfacing on S-1802	\$84,991.94	\$3,352,856.27
4250100	Spartanburg	Maintenance Funds	Emergency Culvert Replacement on S-569	\$821,085.10	\$10,088,544.41
4664480	York	TSMO Funds	Intersection Radius Modification at S-22 and S-252; Installation of turn lane and signal at US-21 and S-252	\$1,082,452.86	\$124,966,145.45
5464500	Chesterfield	Chesterfield County CTC Funds	Paving on S-69 and S-263	\$220,538.27	\$9,868,731.99
5669620	Jasper	Jasper County CTC Funds	Rehabilitation on S-176	\$1,313,042.15	\$16,941,456.38



# Secretary of Transportation Record of Approval

**Previous Commission Approval:**

Project/Phase Approved by the Commission on N/A within SFY N/A

STIP on Page N/A State Plan on Page N/A

Project Ranking & Funding Category: N/A

Project Number: N/A

**Specifics:**


Contract Value: \$ 934,178.83 Utilizing Funding

Term of the Contract: \_\_\_\_\_

**Description:**

Request approval for the two (2) extension requests shown in the attached "Summary of Extension Requests" dated March 5, 2025.

**Director Requesting Approval:**   
Clayton W. Richter, Director of Construction

**Deputy Secretary Concurrence:**  
  
Jennifer L. Necker, P.E.  
Deputy Secretary for Intermodal and Freight Programs

  
Leah Quattlebaum, P.E.  
Deputy Secretary for Planning

  
Robert E. Perry, P.E.  
Deputy Secretary for Engineering

  
Karl M. McCottry  
Deputy Secretary for Finance and Administration

**Secretary Approval:**  Date 3/11/23  
Justin P. Powell, Secretary of Transportation

**SUMMARY OF EXTENSION REQUESTS**

**March 5, 2025**

The following **two (2)** extensions is recommended for **APPROVAL**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
3063190	Laurens	Pavement Improvement Funds	Resurfacing on S-229	\$113,093.73	\$14,175,540.09
4250100	Spartanburg	Maintenance Funds	Emergency Culvert Replacement on S-569	\$821,085.10	\$10,088,544.41

**APPROVED**

  
Secretary of Transportation

  
Date



# Secretary of Transportation Record of Approval

**Previous Commission Approval:**

Project/Phase Approved by the Commission on N/A within SFY N/A

STIP on Page N/A State Plan on Page N/A

Project Ranking & Funding Category: N/A

Project Number: N/A

**Specifics:**

Contract Value: \$ 2,570,516.04 Utilizing Funding


Term of the Contract: \_\_\_\_\_

**Description:**

Request approval for the three(3) extension requests shown in the attached "Summary of Extension Requests" dated January 14, 2025.

Director Requesting Approval:   
Clayton W. Richter, Director of Construction

**Deputy Secretary Concurrence:**

  
Jennifer L. Necker, P.E.  
Deputy Secretary for Intermodal and Freight Programs

  
Leah Quattlebaum, P.E.  
Deputy Secretary for Planning

  
 Robert E. Perry, P.E.  
Deputy Secretary for Engineering

  
 Karl M. McCottry  
Deputy Secretary for Finance and Administration

Secretary Approval:  Date 1/14/25  
Justin P. Powell, Secretary of Transportation

**SUMMARY OF EXTENSION REQUESTS**

January 14, 2025

The following three (3) extension are recommended for **APPROVAL**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
3264060	Richland	PIPP Funds	Reclamation on S-80	\$1,036,935.62	\$10,717,449.73
5464500	Chesterfield	Chesterfield County CTC Funds	Paving on S-69 and S-263	\$220,538.27	\$9,868,731.99
5669620	Jasper	Jasper County CTC Funds	Rehabilitation on S-176	\$1,313,042.15	\$16,941,456.38

**APPROVED**



Secretary of Transportation

1/16/25

Date



# Secretary of Transportation Record of Approval

**Previous Commission Approval:**

Project/Phase Approved by the Commission on N/A within SFY N/A

STIP on Page N/A State Plan on Page N/A

Project Ranking & Funding Category: N/A

Project Number: N/A

**Specifics:**


Contract Value: \$ 440,058.94 Utilizing Funding

Term of the Contract: \_\_\_\_\_


**Description:**

Request approval for the four(4) extension requests shown in the attached "Summary of Extension Requests" dated February 12, 2025.

Director Requesting Approval:   
Clayton W. Richter, Director of Construction

Deputy Secretary Concurrence:  
  
Jennifer L. Necker, P.E.  
Deputy Secretary for Intermodal and Freight Programs

  
Leah Quattlebaum, P.E.  
Deputy Secretary for Planning

  
Robert E. Perry, P.E.  
Deputy Secretary for Engineering

  
Karl M. McCottry  
Deputy Secretary for Finance and Administration

Secretary Approval:  Date 2/12/25  
Justin P. Powell, Secretary of Transportation

**SUMMARY OF EXTENSION REQUESTS**

February 12, 2025

The following four (4) extension are recommended for **APPROVAL**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
2364430	Greenville	Greenville County CTC Funds	Full Depth Patching on N. Tigerville Road	\$145,147.70	\$4,284,747.60
3469270	Marion	State Transportation Fund	Reconstruction on S-481	\$125,292.78	\$7,817,606.79
4063990	Richland	Interstate Pavement Funds	Patching on I-26 EB at MP 106	\$84,626.52	\$16,471,632.75
4064221	Richland	Richland County CTC Funds	Resurfacing on S-1802	\$84,991.94	\$3,352,856.27

**APPROVED**

  
 Secretary of Transportation

Date

2/13/25





# Secretary of Transportation Record of Approval

**Previous Commission Approval:**

Project/Phase Approved by the Commission on N/A within SFY N/A

STIP on Page N/A State Plan on Page N/A

Project Ranking & Funding Category: N/A

Project Number: N/A

**Specifics:**


Contract Value: \$ 1,082,452.86 Utilizing Funding

Term of the Contract: \_\_\_\_\_

**Description:**

Request approval for the one(1) extension request shown in the attached "Summary of Extension Requests" dated February 13, 2025.

**Director Requesting Approval:**   
Clayton W. Richter, Director of Construction

**Deputy Secretary Concurrence:**  
  
Jennifer L. Necker, P.E.  
Deputy Secretary for Intermodal and Freight Programs

  
Leah Quattlebaum, P.E.  
Deputy Secretary for Planning

  
Robert E. Perry, P.E.  
Deputy Secretary for Engineering

  
Karl M. McCottry  
Deputy Secretary for Finance and Administration



**Secretary Approval:**   
Justin P. Powell, Secretary of Transportation

Date 3/3/25

**SUMMARY OF EXTENSION REQUESTS**

**February 13, 2025**

The following one (1) extension are recommended for **APPROVAL**:

SC FILE NO.	COUNTY	FUNDING SOURCE	DESCRIPTION	EXTENSION AMOUNT	CONTRACT AMOUNT
4664480	York	TSMO Funds	Intersection Radius Modification at S-22 and S-252; Installation of turn lane and signal at US-21 and S-252	\$1,082,452.86	\$124,966,145.45

**APPROVED**



Secretary of Transportation

**3/13/25**

Date